HONGKONG, TUESDAY, MARCH 17TH. 1908.

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NOTICE TO CORRESPONDENTS. Only communications relating to the news column should be addressed to THE EDITOR. Correspondents must forward their names and addense with communications addressed to the Editor, not for publication but as evidence of good

All letters for publication should be written on one side of the paper only. No anonymously signed communications that have stready appeared in other papers will be inserted. Orders for entra copies of DAILY PRESS should be see before 11 a.m. on day of publication. After that

nour the supply is limited. Only supplied for Cash Telegraphic Address : PRESS. Codes : A.B.C. 5th Ed. Lisber .. P. O. Box. 84. Telephone No. 12.

BIRTH. On March 12th, at Shanghai, the wife of H. HOOLEY, of a daughter. MARRIAGE.

On March 12th, at Shanghai, PERCY KITCHING. MAN, to LUCY EVELYN PIERIK.

HONGKONG OFFICE: 10A, DES VŒOK ROAD C LONDON OFFICH: 131. FLEET STREET. E.C.

HONGKONG, MARCH 17TH, 1908

SINCE Hongkong became a Crown Colony of the British Empire more than sixty years ago, its record has been one of steady progress. Its material prosperity has increased the conditions of life have been improved for the bulk of its inhabitants, and British occupation has become synonymous with a safety of life and security for property unknown in the great Empire of which it once formed a part. Many of the institutions which play such a helpful and educative to Hongkong with a generally successful Australia." "Oh," said his Worship, who result that justified an advance on the same lines. While much has been done educationally—and it has to be admitted that an enlightened policy in this direction has had most desirable ends-it has long been recognised that more remained to be achieved. The elementary schools and Queen's College do not carry the ambitious youth very far. To qualify for any of the professions it is necessary for the student to go to Europe, and as this involves a considerable expense. many are deterred from entering upon a career which would place them in a higher position and in which they would doubtless be able to render greater service to their country. Moreover, the sons of Chinese gentlemen who with that newly awakened the fourth rounds before the 16th April, the with longing, are often precluded by con- rounds before the 30th April.

siderations of money and difficulties of living and travel from taking up course of study which would materially benefit themselves and contribute to the advancement of their native land. The need for a university has been felt for a long time. The educational authorities have advocated the establishment of a university, the commercial community have supported the proposal, and the Government have given the scheme their warm approval. But up till now the scheme has not materialised. Nobody knew where the necessary money was to come from, and there was no Andrew Carnegie to solve the problem for Hongkong. Though the Scoto-American millionaire does not take Hongkong under his patronage, the Colony is not without public spirited citizens. There have been many who have given lavishly to benefit our city. Munificent gifts have been placed before an appreciative populace, especially during the last few decades, and now the more than princely generosity of Mr. Mony and the public spirited co-opera. tion of Mr. A. H. RENNIE are to be gratefully noticed in connection with the offer to month. provide the fund for a Hongkong University. The Government has accepted the offer of these gentlemen and will give the land necessary for the site. The thanks of a grateful, community and Government are due to all responsible for such generosity and public spirit, and those who know Mr. RENNIE will readily admit that the completion of the project is practically certain, as anything Mr. RENNIE takes in hand is carried to a successful issue. The building and site being thus assured—the arrangements have yet to be concluded—it only remains for an endowment fund to be raised. And this should not present any great difficulty. Doubtless other local gentlemen will be inspired by such noble examples to give of their sufficiency and emulate not only the gentlemen named but the numerous other benefactors who have helped to contribute to the social needs of the Colony. Were that so, the University would ere long be a fact accomplished and Hongkong would be proud of a centre of learning which would not only be welcomed by its own citizens but afford educational facilities to young men in the neighbouring land not bitherto available. Hongkong would benefit, China would benefit and the influence of the new educational institution would be an important factor in the progress of the Empire with whose interests we are so closely associated. We understand that buildings and plans have been prepared and in a day or two the public may expect to be in possession of the details.

Yesterday's London mail via Siberia brought advices dated up to Feb. 20th.

To-day is the anniversary of the birth o St. Patrick, and local Irishmen will celebrate it in the usual manner.

The jurors are not required to attend the Criminal Sessions on Wednesday the 18th instant, but are required to attend on Thursday. the 19th instant at 10 s.m.

We regret to learn that Mr. Romano, the Consul-General for Portugal, who is one of the oldest residents in the Colony, is lying at his residence seriously ill of pneumonis.

Two cases of plague last week, and one yester day, bring the season's total to nineteen only. During the week there were, however, 33 cases of smallpox, 29 of which were fatal.

A company is being formed with Siamese and Chinese capital for the establishment of a line of steamers between Singapore and Hongkong The vessels will be engaged in the rice trade.

The agenda of to-day's meeting of the Sanitary Board states that a letter will be read from the Government forwarding copies of the Bill amending the Public Health and Buildings Ordinance 1903.

Yesterday, when a magistrate was informed that a prisoner before him had had his passage booked for Port Darwin, his Worship asked-"Where is that? Is it in New Guines?" " No." part in Western lands have been introduced | replied the intelligent police officer; "it is in made no further comment.

> Mr. Charles W. Morse, the banker and steamship company promoter, was arrested at New York on February 16th on the arrival of the liner Etruria under two indictments charg. ing him with larcony. He was taken before Justice Dowling, and was released upon furnishing bail to the amount of \$20,000, as fixed by the Court when the indistments were returned.

- The list of entries in the lawn tennis tournsment of the Hongkong Cricket Club published. It shows that the tournament will be as well patronised as before. Mr. R. B. Beattie, Captain Bearley, and Mr. D. E. Clark are the handicappers and lawn tennis committee. The first rounds are to be concluded before the 26th March, the second rounds before the 2nd April, the third rounds before the 9th April zeal for Western learning look to Europe | fifth rounds before the 23rd April, and the 6th

The return of visitors to the City Hall Library and Museum for the week ending the 15th March, 1908, shows that of non-Chinese there were 389 to the Library and 15" to the Museum and of Chinese 148 to the former and 3,965 to the latter. The Library was therefore used by 537 persons and the Museum by 4, 125

It is the intention of the Directors of the Shangbai Waterworks Co., Ld. to recommend at the next annual meeting a final dividend of thirty-seven shillings and six pence (87s. 6d.) per share on the old issue, and thirty shillings and five pence (30s. 5d.) per share on the new issue, at the exchange of 2.61 for the past year.

Mr. A. J. Raymond, of the firm of Messrs. E. D. Sassoon and Co., Ltd., was entertained by the Jewish community on Saturday prior to his departure for Bombay. During the evening Mr. Raymond was presented with a complimentary address, and silver souvenirs were presented to Mr. and Mrs. Raymond.

On Saturday afternoon at the Happy Valley at the close of the oricket match between the Civil Service Club and the Telgraphs, the Hon. Dr. Atkinson, on behalf of the members of the Civil Service Club, presented Mr. H. T. Jack - the "Tatsu Maru" was seized, this man with a pair of handsome field glasses in apologetic ceremonial to take place in recognition of his services as captain for three years. Mr. Jackman leaves for home next the presence of the Japanese Consul.

The sisters of the Blind-Mome at Kowloon feel deeply grateful to all those who by th in kind assistance made the Concert in St. George's Hall on Saturday night such a success. Special thanks are due to H. E. the Governor, Sir Frederic Lugard, H. E. Rear-Admiral R. A. Coerper of the "Fuerst Bimmarck;" the German Consul Dr. E. A. Voretysch and Committee; the Electric Traction Co., who kindly placed the tram at the disposal of the Blind Children; Messrs. Robins n & Co., and last but not least the splendid band of the "Fuerst Bismarck," conducted so skilfully by their able bandmaster Mr. C Soh wiecker.

A long memorandum was issued last month by the Scottish Churches Commission, detailing the lines of the proposed final allocation of the funds of the United Free Church affected by the judgment of the House of Lords. The total funds in dispute amounted to £2,042,969 Out of that it is proposed to give the Free Church about £365,000, in addition to which they have been already allocated £3,000 a year in perpetuity for the support of their college, a sum of £6,000 from the fund for the sous and daughters of ministers and missionaries, and under a special scheme they will participate in the Minis ers and Missionaries Widows's Fund, the capital value of which is £447,918. The relative strength of the two denominations is 1,000 congregations formerly Free Church adhering to the union, and about 130 congregations which the Free Church claim to have adhered to them.

Inspector Robertson yesterday prosecuted two men for being concerned in an armed robbery within the harbour limits on January 26th. On that day a junk sailing from Swatow to Canton was met off Leung Shan Wan, near Shaukiwan by another boat of about 200 picula capacity the crew of which fired rifles at the Swatow junk. The men on board the latter lowered their sail and the robbers came alongside. They threw a stinkpot on board the boat which set fire to the awning and induced the crew to rup below. Meanwhile the robbers helped themselves to the cargo which consisted of a large consignment of Chinese shoes, etc., and made off with goods valued at over \$500. The matter was reported to the Water Police-two days later. A fortnight ago two men were found selling shoes, which were identified as drawing to a close, owing to Prince Ito's part of the stolen cargo, at Shaukiwan at half objections regarding the details of the orprice. They were arrested and were yesterday ganization. committed for trial,

A Jew named Ezekiel was brought before Mr. H. H. J. Gompertz at the Magistracy vesterday afternoon on a charge of larceny. It wished to buy a hide. One was given to him and he tendered a ten dollar bill in payment, received \$7 in Hongkong money but this did and taking advantage of his back being turned picked up ten \$10 notes. The cracking noise attracted the accountant who snatched the money and he seized another bundle of notes, \$1100 in all, and made off. The shopmen went after curtain rang down on a delighted house, him but he disappeared so quickly that they failed to find him. It was said that defendant had gambled the money at Macao. At any rate he returned to the Colony, and was arrested. He was remanded until to-day.

the police the other night to a shop at 47 Bonham Road in connection with an opium search warrant. No opium was found but a large safe in the shop attracted attention. The police wished to have it opened but the shopkeeper declared that the owner had locked it before going to the country and had taken the key with him. Naturally that did not satisfy the police who had the safe removed to the Police Station. There a locksmith was called in and the shopkesper offered him \$10 if he would open the safe. The locksmith set to work but could not open the door. However he found that the back of the safe could be undone. He took out the screws and made the discovery that the fire proof padding had been removed and that the cavity had been filled with bottles of morphine, The shopkeeper was charged with having the morphine in his possession and when brought before the magistrate yesterday was remanded for a week. The smith, when he asked the shopkeeper for the \$10 for opening the safe, was told that he had not opened the sale properly and the money would not be forthcoming. .. Bomething more will likely be heard on this aspect of

TELEGRAMS:

"DAILT PRIME" MECLESIVE COMVICE. "TATSU MARU" CASE. TERMS OF SETTLEMENT.

Tokyo, March 16th. The dispute between China and Japan concerning the seizure of the "Tatsu Maru" and her cargo has been settled as the result of conference between Baron Hayashi Japanese Minister at Peking, and H. E. Yuan Shih-kai.

It is officially announced here that by the terms of the settlement, China will cause her warships to fire a salute to the Japanese flag, hoisted at their mizzens, at the place where

China will also liberate the vessel, and pay compensation to the amount of loss actually due to the seizure.

China will also punish those officials responsible for the error.

Japan agrees to the purchase by seized, in order that they may not reach revolutionary hands.

[We were courteously informed by Messrs. Ataka & Co. the Hongkong agents of the "Tatsu Maru" which was seized by the Chinese authorities near Macao, that they had, received telegraphic news from Canton that the steamer -had been released yesterday.]

EMUTER'S SERVICE.

THE CRUISE OF THE AMERICAN FLEET.

LONDON, March 14th. Advices from Washington state that the American fleet, under Admiral Evans, after leaving San Francisco, will visit Hawaii, Samoa, Melbourne, Sydney, and the Philippines, when it will proceed home via Suez.

RAILWAY CONSTRUCTION.

LONDON, March 14th. Advices from Berlin state that the Bundescath has voted funds for the construction of colonial railways at a cost of 7,500,000.

MACEDONIA.

LONDON, March 14th. The Porte has agreed to the renewal of years mendates to Foreign Officials in Macedonia.

(N.-C. Daily News Service.)

COLONIZATION IN KOREA.

Tokyo, March 12th. It is improbable that any Bill for the subsidizing of Marquis Katsura's Oriental Colonization Company, which is intended to operate extensively in Kores, will be introduced during this session of the Diet which is now | Manila. He had some words with her and

"THE MERRY WIDOW."

For the first time in Hongkong the Bandmann Opers Company last night produced the was stated that on the 26th February he entered | English adaptation of " Die Lustige Witwe" or the shop No. 17 Queen's Road and said that he .. The Merry Widow." An excellent house showed the interest theatre goers take in this latest London success, and the constant the cost of the leather being three dollars. He applause proved that the many good points of the musical piece were fully apppreciated. not satisfy him and he demanded other notes: Certainly "The Merry Widow" was all that it He went to the place where the accountant sat was expected. There were pretty dresses, charming music and plenty of sparkling fun and merriment and the success of the production was assured from the start. The principals, Miss from the man. Still he was not to be befiled Georgie Corlass, Miss Lait, and Mr. Dallas did extremely well in their various roles, and th

YACHTING.

HONGKONG CORINTHIAN YACHT CLUB. The eighth club race was sailed on Sunday An interesting discovery followed the visit of over the following course. Lycemun Beacon (starboard), Meyer's East Buoy (starboard) Kowloon Rock (starboard). Channel Rock

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Dorson"... 12 55 32 " Tris " ... 1 2 50 MOTOR BOAT SECTION.

Seventh Club Race. Three boats started. and finished in the following order :-

m. s.

SUPREME COURT.

Monday, 16th March. IN SUMMARY JURISDICTION.

BEFORE THE CHIEF JUSTICE (SIR F. PIGGOTT) AND MR. J. ORANGE AS ASSESSOR.

A BIG CLAIM. The action in which Lau Teong Wood and Lam Choy sued the Standard Oil Company of New York for \$70,000 alleged to be due for work done and material supplied on defendants' premises at Laichikok commenced the second week of its hearing. Mr. M. Slade, instructed by Mr. Hastings, of Messrs. Hastings and Hastings, appeared for the plaintiffs and the Hon. Mr. H. E. Pollock, K.C., instructed by Mr. Atkinson, from the office of Messrs. Deacon Looker and Descon, appeared for the defendants.

Mr. Pollock, who opened his statement for the defence on Friday, continued it on Saturday, concluded it on Monday morning, and called avidence for the defence.

The first witness was Mr. Thomas, architect in the office of the late Mr. Danby who gave evidence as to superintending the works at Laichikok, and afterwards, being dissatisfied with the progress of the undertaking, ordered the work to be taken out of the contractors

The hearing was again adjourned.

AMERICAN TO BE DEPORTED.

At the Magistracy yesterday an American already. The police accordingly charged her named W. B. Pettingell was charged with with obtaining money by false protences obtaining money by menaces from his wife.

Mr. E. J. Grist, of Meesrs, Wilkinson and Grist, appeared in support of the prosecution. He said that it was a very bad onse, but they China of the arms and ammunition | did not wish to press for a severe penalty. The lady kept a boarding house and it might mean absolute ruin to her and he would ask the press to keep the matter out of the papers as much se possible.

> reflection on her if she has made a mistake in | plainant's remedy was to sue her for debt. her marriage.

Mr. Grist-No reflection whatever, This lady was married to defendant some eighteen months ago. She lived with him for a time and then they separated. A few days ago he arrived in the Colony and went up to the house to see her. He demanded money from her and as she was unable to give it to him he threatened her. Apparently he lost his temper, for he anatched some jewellery from her and assaulted her. We do not wish to have the man sonvicted of a serious charge. What the woman wants is protection. I have seen the Captain Superintendent of Police and he is willing to recommend this man for banishment. The American Consul is in second with this proposal and therefore in view of these circumstances I think this man will plead guilty to some minor offence so that your Worship could keep him in prison for a week until the

deportation order has been made. His Worship-The charge on which he appears before me is a very serious one.

Mr. Grist suggested that the prisoner should be charged with the largeny of a gold coin whichwas found in his possession, and which he had stolen from his wife.

His Worship-Largeny is a very serious charge. I do not call that a minor charge. Mr. Grist-Unless a man is convicted of

larceny usually there is no deportation order made. Defendant was then charged with the larceny of a gold coin valued \$20, the property of his wife, and with assaulting her. Be pleaded guilty with extenuating eiroumstances. He said he was drunk and he went up to see his wife as he was in port on his way from San Francisco to

His Worship sentenced him to seven days' imprisonment on the charge of largeny and bound him over to be of good behaviour for three months in the second.

struck her. He took the gold coin from her

It was a present he had given her.

Steps will be taken to have the prisoner deported.

CORRESPONDENCE. PARSEE CHARITY FUNDS.

TO THE DDITOR OF THE "DAILY PRESS."

SIE, - With reference to your report of the annual meeting of the Parsee Charity Fund in yesterday's paper, will you kindly allow railway company is now in Kobe for the purpose me to correct the information given that Mr. of consulting with Mr. Nakabashi, President of Mody had promised to give a similar sum that recently donated by him to the Seamen's Mission. As one of the Community present at | between the two companies are the Asiatic the meeting, I certainly heard no such promise given, nor was anything of such a nature even discussed. I enclose my card .- Yours faithfully. CORRECT.

KULANGSU (AMOY) MUNICIPAL COUNCIL.

the Board Room on the 25th February 1908. Present: -Messrs. W. H. Wallace (Chairman). C. A. V. Bowra, A. F. Gardiner, S. Okuyama. W. Wilson and the Secretary.

1 The minutes of the last meeting are read and confirmed.

2 General routine business is transacted. 3 The Superintendent of Police reports the following cases have been heard in the Mixed Court since the last meeting BUMMONSES. -

Allowing pigs to stray 2, Contempt of Court 3. Throwing rubbish into the public drain 1.

SUMMARY ARRESTS. Theft 8, Quitting employment without giving due notice 1. (Signed) W. H. WALLACE.

Chairman. C. Bennelby Mitchell.

Francisco on the 13th inst.

Secretary.

CHINDSE MARRIAGE BARGAINS.

An interesting story of Chinese feminine duplicity was related before Mr. H. H. J. Comperts at the Magistracy yesterday. Inspector Gourlay charged a young Chinese woman with obtaining \$20 by false pretences from a hawker whom she, it was alleged, had prouised to marry. It appears that negotiations had been opened between defendant and the complainant through a go-between. The woman was willing but demanded \$50. The hawker explained that he was a poor man and could not pay that amount at once. He promised however to pay a portion of the bargain money on the 17th February. Accordingly he gave her \$20 on that date and intimated at the same time that March 4th would be a good day for the wedding. She appeared to approve of the proposal and on March 3rd he called at the house and through the go-between reminded the girl that next day was her wedding day. She replied that that day would not suit her and wished the event postponed till March 12th. The man consented and returned home. When the 12th arrived there came no bride and when he sent for her she refused to come. Then he asked for the return of his money and she denied over having received any from him. The disappointed lover then put the matter into the hands of the police, to whom she not only denied having received the money but also declared that she was married as she had promised to marry the hawker knowing she could not do so. To prove her statement to the satisfaction of the magis trate she called the man, a shopkeeper, whom she said was her husband. He however, admitted that his kit fal was in the country and that the defendant was only his sweetheart. His Worship, in these circumstances, would not convict the defendant of false pretences, His Worship I do not see that there is any and discharged her, pointing out that the com-

REPENTED TOO LATE.

Yesterday, when an unemployed foreign seaman was committed by Mr. H. H. J. Gom. peria at the Magistracy to three months. imprisonment for stealing a bicycle belonging to a cycle dealer in Arsenal Street, he held up his hands in an appealing manner to the magistrate and burst into laud sibs as he was led out of the dock. According to the evidence he was found on board the steamer "Tsinan" on which his passage had been bucked for Port Darwin and the bicycle was discovered on deck. Prisoner, who offered no defence, appealed for mercy. He said that he was married and had been three months out of work. He had got a start in Australia through Mess.s. Blackhead and would not get into trouble again.

Sergt. Murison said that defendant came three weeks ago from Shanghai and had been in the hospital.

His Worship-I suppose he was going to Australia for a job? Sergt. Murison-Yes, Blackheads were in-

terested in him. His Worship-And his passage was paid?

Sergt. Murison-Yes. His Worship-It is unfortunate he should have chosen this time to rob the bicycle dealer. There have been other complaints about this

Bergt. Murison-Yes.

His Worship-Three months' hard labour.

The Osaka Shosen Kaisha has a scheme on foot to open a regular steamship service between Japan and America. Six steamers for the new line, each of 9,000 tons, are being built, three at the Miteu Biebi Yard, Negasaki, and three at the Kawasaki Yard, Kobs. The Osaka Shosen Kaisha has approached existing railway companies in America with termini on the Pacific coast in order that a special railway connection should be made, but all were found to have such connections already, and were not in a position to accept the proposal. It appears, however, that the Chicago, Milwankee, and St. Paul Railway Company has decided to extend its line to Tacoma on the Pacific coast. and has already commenced the work of construction. In order to make a connece. tion with steamship services, negotiations have been entered into with the Osaka Shosen Kaisha, and the Vice-President of the American the Osaka Shosen Kaisha, in regard to the scheme. The first questions to be agreed upon terminus of the steamship service, whether this should be Hongkong, Shanghai, or Tairen, the rate of freight and what quantity of freight each company would be able to guarantee When these questions have been agreed upon each company will begin preparations for opening the new connection between America Minutes of a meeting of the Council held at and the Orient, There are so many lines now running across the Pacific that when this new service is opened it is expected that keen competion will arise.

LATEST STEAMER MOVEMENTS

The str. Zufiro left Manila on Saturday, the 14th inst. at 7 p.m., and is due bere to-day at The Apost str. Japan from Calcutta left

Singapore on Saturday afternoon, the 14th inst., and may be expected here to morrow evening. The P. & O. str. Malta left Singapore for this port on the 14th inst. at 4 p.m. with the outward English Mails, and is due here on the 20th inst. at about 6 s.m.

The P.M. str. Korea sailed from Yokohama on the 15th inst., and is due here on the 24th inst., from San Francisco via Honolulu, Japan Ports and Shanghai

The C.P.B. str. Impress of China arrived at Shanghai at 9.80 p.m. on Saturday, 14th inst. and left again at 8 a.m. Sunday for Nagacaki where she was due to arrive at noon to-day. The P.M. str. Manchuria serived in San JUDICIAL COMMITTER OF THE PRIVE CUUNCIL Present-LORD MACNAGETEN, LORD ATKINSON, SIR ABTHUR WILSON, and SIR GORELL BARNES.)

The board as thus constituted sat to bear consolidated appeals arising out of a collision at ses. Admiral Rodney M. 1 loyd, C.B., and Captain Osborne, C.B., R.N R., acted as nautical assessors. The China Navigation Company (Limited) v .-

(1) the Commissioners for Executing the Office of Lord High Admiral of the United Kingdom; (2) Commander Leatham. These were two consolidated appeals, from s judgment of his Britannic Majesty's Supreme

Court for China and Kores, at Shanghai. Mr. Butler Aspinall, K.C., and Mr. A. D. Bateson appeared for the appellants; the Attorney General and Mr. Wills for the

responden s. The appeals arose out of a collision which occurred on June 6 1906, between the appellant's "steamship Chinkiang and his Majesty's despatch vessel Alacrity. At the time of the collision the Chinking, a screw at amship, of 1,985 tons gross register, fitted with engines of 250 h.p. nominal, was on a voyage from Chifu to Swatau, carrying a general cargo. The Alacrity, a twin-screw vessel, of 1,700 tons register, and engines of \$000 hp., was proceeding from Shanghai to Wei-hai-wei. On the pars of the appellants it was stated that shortly before 1.15 a.m. on the day in question, the wind being S.E., light, force three, increasing, the weather foggy with clear intervals, and the tide setting to the east, the Chinkiang was proceeding on a course S. 78 E. t. 10 approaching Shan-ting Promontory, which she had to clear before turning on to a southerly course to run down the coast. She was steaming about eight knots, having passed Chining Island about four miles off; and was expecting to pick up the sound of the Promontory siren. She was sounding her own whistle according to the regulations, and a good look-out was being kept on board her. In these circumstances the siren what proved to be the Alacrity was heard very faint on the starboard side, and, being a siren, was taken to be the Promontory siren. Later on the fog got thicker, and the engines of the Chinking were reduced to slow and the speed to about four knots, the whistle being blown more frequently; and she was proceeding in this way when the Alacrity came into sight, about a length off, and about four points on the starboard bow, coming apparently fast The engines of the Chinkiang were at once put full-speed ahead and helm hard-a-starboard, two short blasts being given on the whistle; but the Alacrity, it was stated, came on and struck. first the starboard forward shroud of the forerigging of the Chinkiang with her bowsprit. and then the starboard side with her stem. doing damage. The appellants alleged that the Alacrity did not proceed at a mod ate apeed; that she did not, on hearing, apparently forward of her beam, the fog signal of another vessel, stop her engines and navigate with

caution; that she used a siren instead of is whistle; and that she ought to have reversed when she stopped, On behalf of the respondenis it was stated that at 10.45 on the mercing in question, the position of the Alacrity having teen carefully ascertained by soundings, and she being at that time between three and four miles east of the North-East Promoutory, her course was altered to N. 20 degreed W. magnetic. About five minutes later her speed was increased from dead slow to 50 revolutions, equal to about 6'6 knots, and that course and speed were maintaintd until the collision, which occurred at about 11 10, her siren being blown loudly and regularly at short intervals, estimated at about a minute or something under two minutes. After sitering course at 10 45, those on board the Alacrity heard—(a) a siren or whistle on the port bow, which sounded several times, gradually dying away on the port quarter about the time-of the collision; (b) a steamer's fog signal on the port bow, which sounded, not lond, five or six times and then ceased, such signal appearing to be the signal of some yessel distant some two or three miles, not approaching, but going in the same way; and (c) after an interval estimated at from five to ten minutes. the Chinking's whistle sounding suddenly close to out of the feg a little more than a minute before the collision. Immediately on this whistle being heard the Alacrity's engines were stopped, About half a minute after the whistle the how wave of the Chinking was seen about five points on the port bow. The Alscrity's engines were at once put full-speed astern, and three short blasts sounded, the Alacrity having already almost lost way. The respondents said that immediately after this the Chinkiang herself was seen distant about a cable, coming on at a high rate of speed, estimated at about ten knots, and crossing the Alacrity's bows from port to starboard. The Chinking, when about 250 ft. off; blew two short blasis and appeared to be acting under a hard-a-starboard helm. The bowsprit of the Alacrity entered just forward of the forerigging of the Chinkiang, sweeping along her railing and scapping off, and the Alacrity's stem then struck her about 30ft, or 40ft, further aft, and afterwards cleared away, having already got stern way on. The respondents contended that those on board the Chinkiang did not observe Articles 15a, 16, 19, 22, 23, and 29 of the Regulations for Preventing Collisions at Sen. On August 1, 19:6, the respondent Commissioners commenced an action of damages in the Supreme Court of China and Korea, at Shanghai, against the appellants in respect of the damage caused to the Alacrity, and shortly afterwards the appellants brought a cross-action against Commander Leatham, the officer in command of the Alacrity, for the damage suffered by the Chinking. two actions were tried together, the same evidence, before the Acting Judge of the Court, by an assessor. The Acting Judge held the Chinking alone to blame, and delivered judgment for the Alacrity, with costs, in the first action, and for Commander Leatham with costs, in the second action. The Court was of opinion that the Chinkiang should have stopped as soon as two increasive blasts had led her to suspect that the signals came from a vessel forward of her beam, and and that as the assessor made out from her log that the Chinkiang was steaming at 92 knots before 11 a.m., such a speed was too high. From the judgment of the Supreme Court for China and Korea the appellants preferred this appeal to his Majesty in Council. spondents.

Their Lordships did not call upon counsel for the appellants to reply: Lord Macnaghten said their Lordships would reserve judgment.

How TO BE BRAUTIFUL-Keep your complazion, Mrs. Ellen's Crême Charmante, Lait Charmant and Special Skin Tonic and Pondre Charmant will enable you to do it. Her Specialities for the Skin are the study of a lifetime, A. S. Watson & Co., Ltd., Selejagente

THE CHAMBER OF SHIPPING.

Cooke (the secretary).

Sir J. R. Ellerman, in moving the adoption of the report, referred with great regret to the was president in 1904-5. Both gentlemen. interest and to the Chamber. He was pleased further harassing shipowners. The only important proposed legislation with which the executive committee had had to deal was the Port of London Bill. The committee formulated a proposal for the consideration of Mr. Lloyd-George with a view to assisting him in the preparation of his Bill. It might not have been a complete scheme, but, at all events, it was a step in the right direction, and it provided one central authority and a chesper port for vessele to c me to, the extra dock dues and lack of facilities having proved detrimental to the welfare of the port. As a result of the resolution of their executive council a deputation of the Chamber waited upon Mr. Lloyd-George, by whom they were received in the most sympathe. tio manner; and he (the speaker) could not but hope that during the coming Session some legislation dealing with this important question might be forthcoming which would be satisfactory to all interested. Personally he had astrong feeling that, if it was at all possible to avoid the levying of dues on goods entering the Port of London, it would be of great benefit to the port, and leave it, as it was at the present time, a free port in this respect. (Hear, hear.) The resolution was seconded, and carried un-

animously, On the motion of Sir J. R. Ellerman, seconded by Mr Dunlop, Mr. Jenneson Taylor was president of the Chamber for the evaning year; and v.r. Charles E. Brightman was afterwards appointed vice-president, on the motion of Sir J. R. Ellerman, seconded by Sir

PRESIDENTIAL ADDRESS.

Mr. Jenneson Taylor than took the chair amid cheers, and delivered his presidentia address. It was, he remarked, 25 years since Sunderland had had the distinction of one of its members occupying the position of president of the Chamber of Shipping. The position was then held by Sir James Laing. In this sonnexion it might be interesting to note the change and development which had occurred in shipbuilding during that interval. In 1882 the number of vessels launched in the United Kingdom was 668, having a gross tonnage 1,063,279, and an average size of 1,592 tons, as against, in 1907,843 vessels of 1,903,000 tons gross and 1,509 tons average size. The largest vessel affoat in 1882 (other than the Great Eastern) was the City of Rome, of 8,144 gross tons, while the gross tonnage of the Mauretania, the largest vessel at present in commission, was 31,938. While many other trades and industries had had a record year of prosperity, and while the imports and exports of the country had reached figures. that had never been attained before, shipping property, with few exceptions, hardly received any share in the prosperity of the general community. The enormous increase in the building of new steamers, which had overburdened all markets with a superabundance of tonnage, was mainly responsible for this. In years gone by shipowning, like other industries, was its own principal competitor, and the capital for expansion was mostly provided out of shipowners' own earnings. Now, however, a totally different kind of competition existed. They had to contend with the resources of banks and financial syndicates, which were made use of "to nurse long and unduly extended payments for new ships; and them, in some instances, to attract capital in order to meet these obligations. details of information which in any other businuss would be considered "trade secrets": were distributed almost as freely as handbills, and methods of advertising were adopted which could hardly be considered in keeping with serious commercial enterprises.

THE WORK OF THE CHAMBER. Referring to the work and utility of the Chamber, he stated that there were two committees connected with it, the Shipowners Parliamentary Committee and the Documentary Committee. They knew the beneficial service which had been rendered by the former in watching and combating hostile legislation. During 15 Sessions of Parliament that committee had been most ably presided over by Mr. William Milburn, as d they must all regret that the time should now have come when he had felt it necessary to resign that position. As regarded the Documentary Committee, they all knew the great success of its first effort, when the coal charter was dealt with. Had nothing but this been accomplished, the Documentary Committee would have justified its existence. The pity was that the subsequent efforts of the Documentary Committee had not been quite so productive or good in the way of cleansing " dirty charters. Business men in other trades would acarcely believe the practices which shipowners submitted to. Were they told, for instance. that in many charters where the payment of a certain anm for freight was agreed to be made o: the one hand, it was also agreed that a large portion of that sum should be returned the merchant or consignee in the form of commission or discount; or of a fictitious charge for loading the cargo or delivering the cargo; or a payment for what was termed " despatch money," the latter being calculated upon a stipulated quantity for daily shipment an discharge that was never meant to be applied in handling the cargo, but was merely a contrivance for deducting so much from the specified rate of freight, they would scarcely believe such things to be possible. The latest charter that had been issued was one for carrying grain from the River Plate to the United Kingdom or Continent. This, surely was a At the close of the arguments for the re- simple enough transaction, and yet this charter had to contain 42 separate clauses! In all this it was not the Documentary Committee that was to blame; it was the want of united "driving power" behind the committee. In the course of the past year the Workmen's Compensation Act had come into force. The most noticeable feature thus far of its administration had been the very small number of deaths which had occurred within the first flye months after it came into operation. In connexion with the Act the Home Office had now issued regulations

claims Were settled through the Shipping of Trade was held at present by a gentleman who. ANNUAL MERTING.

Federation, the Home Office accepting from the by his fairness, his willingness to take pains,
The Sist annual meeting of the Chamber of federation a collective return for all such ship and above all, by the manner in which he had Shipping of the United Kingdom was held on owners. This would, doubtless, save shipowners | been ready to consider the shipp where' side of February 14th at the Cannon-street Hotel. Sir a considerable amount of trouble and of any question that affected their interests, had John R. Ellerman presided, and among those detail work, and at the same time result gained their admiration and confidence. present were wore Lord Inversiyde (Glasgow), in an accurate and useful return being made (Cheera)
Sir John Glover (London), Mr. Jenneson Taylor for public purposes. In connexion with the The Attorney General, who responded to the (Sunderland). Mr. Edward Pembroke (London), same subject, the medical examination of sea- toast, said that the body law which related to Mr. Charles E. Brightman (London), Mr. C. T. | men might be referred to. An attempt was made | shipping had increased of late years in stature. Glanville (London), Mr. F. S. Watts (London), to stir up opposition on the part of seamen to he hoped also in wisdom, to a remarkable extent. Mr. Edward Hain (St. Ives), Mr. C. W. Gordon | this inspection, but the effort failed entirely | Every year added at least some shipping measure (London). Mr. R. J. Duniop (Glasgew), Mr. from want of support by the large majority of to the Statute-book, and he could not help H. F. Fernie (Liverpool), Mr. J. B. Adam seemen, who realised that their interest in the reflecting that this must add something to the (Newcastle on Tyne). Mr. James Dixon (chair. system was at least equal to that of their em business burden of those who were engaged in the man of Lloyd's Register), and Mr. W. H. ployers. When the Merchant Shipping Act of shipping trade. The law which was thus 1906 was before Parliament and was the subject | growing was an interesting branch of the law. of great controversy both inside and outside of He had found it during the greater part of his the House of Commons, the President of the professional career, if not always interesting, death of Mr. J. G. S. Anderson, who was Board of Trade promised that he would set up yet a reasonably profitable pursuit. (Laughter.) president of the Chamber in 1886-87, and of an Advisory Committee composed of representa- In fact, he was glad that evening to meet so Mr. W. F. G. Anderson (of Glasgow), who tives of the different interests affected by the many of his friends who had helped him to Act: That promise Mr. Lloyd-George faith- acquire proficiency in that branch of the law at rendered invaluable services to the shipping fully kept, and in April last the dvisory considerable cost to themselves. It was gratify Committee was appointed. It was not, he ing that, in spite of the growth of shipping law, to say that during the year the Government thought, too much ic say that it had already in spite of its increasing complexity, in spite of its increasing complexity. owners and to the Board of Trade. Mr. Lloyd of business to understand the numerous George also promised that, in deference to the regulations, that there was so little in the shape representations of the local Marine Boards of breaches of the law. Really, shipping throughout the country, he would grant a lawyers now a days would scarcely be able to Local Marine Board Sub-Advisory Committee, earn an honest living and bring up their families and it had been daly appointed.

> WAR RISKS. had been inquired into, at the instigation of the of the Law Courts. (Laugh er.) He believed Government, in the past year had been the that the competitive power of British national guarantee for war risks of shipping. Pending the issue of the report of the com- affected by those regulations. The example held Portugal in its grip. the majority of British shipowners asked for Government insurance, or anything of the kind, if only Parliament could be induced to leave them alone to carry on their business without being handicapped by incessant and burdensome legislation. The Chancellor of the Exchequer admitted in the House of Commons last year the present scale of stamp duties on competitive power of our shipping industry that they were perhaps taken some years ago, policies of marine insurance was not defensible. and ought to be altered. It was, therefore to be hoped that the present Session of Parliament would not be allowed to pass without the removal of this burden, which at present rested upon those whose business was upon the sea. It was difficult to understand how be leading the way in this nobler move interrupting himself every now and then to the different sections of the community who ment, which put the desire of gain under just finger his long moustache and graw it. His were affected by the income tax accepted so regulation of humane motives. (Hear, hear.) voice is dull and lifeless. It is difficult to hear quietly year by year the burdensome and, in Dealing with the progress of shipbuilding, he him, he speaks so low, and, in a word, he is the many ways, irksome nature of the tax without making some more audidle and more effective to know that 58 per cent. of the 200,000 tons pound in time of peace, that would be, it must ed from British yards, although it might not sobs out. "Could anybody know, could anywanted for warlike preparation or for war itself, Shipowners had special cause for diseatisfaction in the matter of income-tax, inasmuch as the amount allowed to them for depreciation of their vessels was totally inadequate, and particularly as applied to the earlier years of a steamer's life. (Hear, hear.) It was some -satisfaction to believe that at the present moment they were not threatened with any serious or disturbing new shipping legislation. If Parliament would but leave them alone for the next 20 years in regard to any further burdens, their legislators might rest assured that shipowners had got quite sufficient to go on with in the meantime. (Laughter and cheers.) As regarded the prospects of shipping what the coming year might have in store for "tramp" owners it was impossible to say, Unless something happened to bring about an improvement in fraights, or a very considerable reduction were effected in working expenses, it might well be that the history of past depressions would be repeated, and that they might soon come the "laying up" of steamers through the want of profitable employment.

Resolutions were afterwards passed expressing the opinion of the Chamber that legislation in Australia and other colonies of the Empire affecting British ships owned in the United Kingdom not engaged in the coastal trade of the colony should impose upon such ships any restrictions beyond those imposed upon them by British Merchant Shipping Acts; that the time had now arrived when the recommendations of the Treasury Committee appointed in 1903 to consider the position and duties of the Board of Trade should be carried into effect respectfully requesting the Government "to exert their influence so as to obtain an equitable representation upon the London committee of the Suez Canal Company of all classes of British shipping which make use of the Suez Canal"; reaffirming the opinion of the Cham ber with reference to the abolition of light dues; instructing the executive council of the Chamber to take steps to endeavour to get the Miners (Eight Hours) Bill modified or withdrawn; and strongly deprecating the proposal to limit by legislation the working hours of miners as opposed to the true interests of the men and highly prejudicial to the shipping and industrial interests of the country,

ANNUAL DINNER In the evening the annual dinner was held at the Whitehall Rooms, the President (Mr. Jenneson Taylor) presiding. Among those present were Lord Durham, Lord Inverelyde, Lord Joicey, Mr. Justice Bigham, Mr. Justice Bargrave Deane, the Attorney General (Sir W. Robson, K.C. M.P.), Vice Admiral Sir Hedworth Lambton, Sir John R. Ellerman, Sir: William Cory, Sir Walter J. Howell, Captain Sir Charles Ottley, Sir Albert Rollit, Judge Rentoul, Mr. Owen Philipps (chairman Royal Mail Steam Packet Company), Mr. A. laylor, M.P., Mr. Hol, M.P., Mr. G. S. Clark, M.P., Mr. C. M'Arthur, M.P., Mr. Stuart, M.P., Mr. Algernon Law (Foreign Office), Mr. M. I Waller (Home Office), Mr. R. C. Heron-Maxwell (Board of Trade), Mr. R. L. Forbes Mr. J. G. Broadbank, Mr. T. L. Devitt (president of the Shipping Federation), and Mr. W. H. Cooks (secretary of the Chamber).

After the loyal toasts, Lord Joicey proposed " The Imperial Force. and said that, no matter what increases there might be in any foreign navy, it would woebetide any Government whi h did not take care to keep the Navy of this country in such a condition as to be able to meet any emergency.

(Cheers.) Vice Admiral Sir Hedworth Lambton. reply, said that the people who had most to losse by the loss of the naval supremacy of Great Britain were the great masses of our workers. If this country thought that by having a superiority of battleships alone she was sais she was making a great error. That superiority might disappear in a night. In the daytime the gunnery of the Navy wes marvellous, but at night one could see how to shoot. When a torpedo-destroyer was properly handled it invariably "got home," and hence the need of not depending alone on our

Dreadnoughta. The President proposed "His Majesty's Government." He said that, as a Chamber of requiring shipowners to make somewhat elabo. Shipping, it was less a matter of them what rate returns in respect of payments of compense. party was in power than what kind of Minister tion made to their servants. It had been was at the head of the particular Department arranged that the Home Office would not with which they were brought most inte

| require -returns from any shipowner whose | contact The office of President of the Board

respectably if it were not for fogs and gales and sunken rocks, which brought collisions and One of the most important subjects which strandings and other matters within the scope shipping had not been substantially ago was feared as being the iron hand which We were, he believed, on the way to a reasonable | his long, drooping monstache with the nervous: and early prospect of something like an inter-

national free-board. That would at least render obsolete the argument as to the danger to the from all these regulations. It was a great source of national pride and satisfaction fifty-three; I looked like that a week ago," that our country, which led the way in the the way particularly in the great modern sunk in their sockets, his cheeks are hollow and said that it was at least gratifying to Englishmen | very opposite of the strong man he was. report of the chamber to the heavy restrictions shipping by the Australian Commonwealth. He did not think the statesmen of the Commonwealth quite appreciated the effect which these restrictions would have upon English public opinion. They had heard from Admiral Lambton what the Navy did for us and meant for us. It was not this country slone that benefited by the Navy. The vast coast line of Australia could not preserve its immunity from foreign attack a twelvemonth if it were not for this great instrument of Imperial defence, and although Australia shared the benefit of the Navy it was substantially we alone who bore to be forgotten." the whole of its burden—a burden which the people at home had borne proudly and affectionately so fas as their daughter lands were concerned. We at least could not be reproached with having put forward any unreasonable demands, or indeed any demands at

(Cheers.) He thought that the statesmen of where he was received by the King and Queen. Australia should be courteously but clearly informed that this legislation of theirs did not pass unnoticed, and that it would not fail if it should be persisted in, as he hoped it would not be, to produce an effect upon English public opinion which Australian statesmen would do well to reflect upon (Cheers.) Mr. Justice Bigham, in proposing "The Shipping Interest," said that those connected with the industry had to see that nothing was done by legislation or in other ways which would decress the carrying power of this great country. He agreed as to the necessity of an efficient Navy to protect our immense carrying trade. (Cheers). As were told that we might shut

our eyes to what foreign nations were doing in connexion with their fleets. He did not believe it. He knew something of some of those foreign nations, and he knew they told us that, we need not fear that their aims and objects were other than peaceful and benevolent. He did not believe it. (Cheers.) He was perfectly satisfied that we ought not, as one gallant admiral said not long ago, to sleep peacefully in our beds and allow foreign nations to creep behind us. Let us have the doors bolted and the watch dogs ready, and then we might sleep, and not till then

peacefully in our beds. (Cheers). . Mr. Holt, M.P., replied to the toast.

RIVAL COMPETITORS.

SELF-DENTING-BANGKOK SHAREHOLDERS FOREGO THEIR DIVIDEND.

It does not often happen that the directors of a limited liability company recommend the declaration of a substantial dividend, and the shareholders, by a self-denying ordinance. decide to forego their profits and place the whole sum to the reserve fund.

That is what is what happened, however, at a recent meeting of the Bangkok Manufacturing Company Limited, says the Bangkols Times. when the Directors recommended the payment of a 6 per cent. dividend for the half-year, and the amount was carried to reserve instead. Naturally this has aroused much curiosity, but the explanation is that threatened competition induced the action.

The Manufacturing Company has been rather unfortunate in the way of attracting compet tors, for it is less than twelve months ago that they were considering an offer of terms on the following report :which amalgamation could take place with a rival concern as an alternative to competition. The offer to amalgamate was, however, rejected, and the competition lasted for a number of months, until the competitors were | B.E. Japan. bought out. Now there is a prospect of competition from another quarter, and the market value of the shares has dropped in sympathy with the rumour.

As to the present position of the existing ice company, it may be noted that in the past air months, during the cold season, and with competition against it for part of that time, the recounts show gross profits of 48,000 Tes. odd. In the present half year, with the hot weather shead, it should do even better. By not paying any dividend, the Manufacturing Company has certainly taken an important step towards strengthening the confidence felt by the investing public, and, at the same time, has forged a strong weepon with which to fight any competition in the fature.

MARTELL'S BRANDY.

RECOGNIZED AS THE STANDARD COGNAC THROUGHOUT THE WORLD.

FIGHLY BECOMMENDED BY THE MEDICAL FACULTY.

| | | Andrew of the second | 4.0 | |
|---------------------|-------------|----------------------|-----|---------|
| ONE STAR. P. | r Dosen 🚈 . | | 114 | \$25,00 |
| THREE STARS | * ** *** | 444 | | \$28.00 |
| V. S. O. P. LIQUEUR | | u ju | *** | \$49.00 |
| V. V. S. O. P. | 9 99 9 | all of | *** | \$90.00 |

SOLE AGENTS:-

& CO. LTD. H. PRICE

WINE, SPIRIT & CIGAR MERCHANTS, LEPHONE No. 135.

Hengkong, 3rd March, 1908.

12. QUEEN'S ROAD CENTRAL.

THE FALLEN DICTATOR.

SENHOR FRANCO'S PATHETIC APPEAL.

Paris, February 9th. " My only wish is to be forgotten." These words, spoken at midnight last night in his hotel bedroom at Bordeaux by Senhor Joso Franco, are the essence of a long and painful interview with the man who but a week

mittee, he would only say that, in his opinion, of England was being followed by other Franco is a broken man to-day. He says maritime nations, and we had gone so that his flight was not due to fear, but he looks no national help in the shape of bounties or far already as to agree with Germany on a free- older by years to day then he looked ten days board. What we have done with Germany we ago. He wanders as he speaks to you, and every might hope to be able to do with other countries: step outside his room door brings his hand to

> ness of a man who now fears assassination. One of the police said to him yesterday that he was not at all like his portraits, and remarked "No." answered Benhor France, "I am only The first thing one notices about him is, his commercial development of the world, and led colour. He is almost livid. His dark eyes have development of the mercantile marine, should his mouth trembles with nervousness as he talks.

"I am very unhappy," he says, and then protest. If it continued to be fixed at ls. in the of new merchant ships built in 1907 was launch- his eyes wander about the room, and he be remembered, the starting point for again be so satisfactory of the owners of ships already body anticipate such an awful thing? I had increasing the tax whenever more money was in existence. Reference was made in the done my duty to my King. My conscience does not blame me. Nothing had been done without which were sought to be put upon English due thought and due consideration. Sometimes I think that I am living in a nightmare. It is horrible. I can make no statement, and I can explain nothing. What is written, as the Arabe

> The future of Portugal F. I know nothing of it. I know nothing about anything just now. I have been afraid during the last few days that I am going mad. Do not believe in any letters you may see printed as coming from me. One was published this morning in a newspaper. did not write it. I have said nothing, I have said nothing to write or to say. All I want is

say, cannot be explained

THE MINISTER FOR PORTUGAL.

The return to London of the Marquis de Soveral, Portuguese Minister to the Court of all, upon our Colonies for contributions towards | St. James, was awaited by all the members of our Navy. But he thought it was not unnatural | the Legation, and after he had greated them her that we should at least expect the right to drove at once to Gloucester-place. Later in the trade without what were partically prohibitive evening, in response to a summons, his restrictions along the coast that we had to guard. Excellency proceeded to Buckingham, Palace,

> It was noted by those who saw the Minister at the station that he was looking careworn and overstrained, and in conversation with a representative of Reuter's Agency he acknowledged that he was too tired and overwrought to discuss the details of the great crime. His Excellency was with King Carlos and the Royal Family at the Villa Vicosa and returned with the Royal party on Saturday last, crossing the Tagus in the same steamer. Five minutes after the Minister had said good-bye to the King at the landing stage in order to proceed to his hotel bis Majesty and the Crown Prince were dead.

On having his attention drawn to the rumours that his return to England had some connection with the rumoured intervention of England in the present situation in Portugal his Excellency replied. "What nonsense! How could such stupid stories of intervention arise? I have come hurriedly to London, having left Lisbon on Monday morning, in connection with the fureral service to be held here, and to receive the King's commands on the matter.

"As to the assassination I know very little more than you do, for I left the King a few minutes before he entered his carriage in order that I might return to my hotel. The whole affair is too horrible to discuss. I have been deeply touched by the messages of condolence which had reached Lisbon when I left, and since then by the vote in Parliament. All these will be deeply welcomed in my country. It may interest you to know in connection with the visit of the British Fleet that it was the late King's intention personally to visit the British ships at Lagos."

Asked as to the reported revolutionary outbreaks in Portugal his Excellency said: can only say that when I left nothing of the sort had occurred, and the terrible events of last Saturday will evoke the strongest feelings of loyalty and affection to the Throne. With characteristic courage Queen Amelia is bearing up well and displaying wonderful fortitude. Her Majesty was deeply touched by the universal expressions of sympathy which had been received."

WEATHER REPORT.

The Hongkong Observatory yesterday issued On the 16th at 11.55 a.m.-The barometer has risen moderately in E. Japan, and fallen alightly over China and the Loochoos.

The area of high pressure is now central over Gradients are slight on the China coast and moderate E, and S.E. winds may be expected in the Formosa Channel and the N. part of the

Hongkong rainfall for the 24 hours ending at 10 s.m. to-day, 0.00 inches. The forecast for the 24 hours ending at noon

te-day is as follows :-E. to S.E.

| Hongkong & Neighbourhood | or light; time. |
|---|----------------------|
| Formosa Channel | "Same as No. 1. |
| Bouth coast of China between Hougkong and Lamocks. | Same as No. 1 |
| Hongkong and Lamocks. | |
| Bouth scart of China between Hongkong and Hainan | Same as No. 1 |
| TionExcel me Training | March Martin Comment |

A Famous French Specialist on Diseases of the Skin Prescribes Cuticura as the Most Effective Remedy Known to Him, Charging as His Fee 100 Francs (£4).

ALSO PRESCRIBED IN HOSPITAL SAINT LOUIS

"Gentlemen: You may be pleased to learn that a patient suffering from an irritation of the skin, caused by motoring, on consulting a noted physician in Paris, for which a fee of one hundred francs(four pounds sterling) was charged, was advised to use Cuticura, which advice, although received with astonishment, was followed and resulted in a perfect cure. (Signed) Lewis Gower, 1123 Broadway, New York, U. S. A., December 16, 1906.

French physicians, particularly those making a specialty of the treatment skin diseases, have for many years regarded Cuticura as a specific and have prescribed it freely. It enjoys the rare distinction of being prescribed in the Hospital Saint Louis, Paris, one of the largest and most famous hospitals in the world devoted exclusively to the treatment of diseases of the skin.

SUFFERED FIVE YEARS Cured by Cuticura.

"I have been suffering from irritation of the skin for about five years. I was two years under medical treatment, during which time I was treated by several doctors but derived no benefit whatever from their skill. The first relief I got was from Cutidura and now thank God and the Cuticura Remedies, I am, think, perfectly cured. I used two sets of Cuticura Soap, Cuticura Cintment, and Cuticura Pills-since last October, and I can recommend the Cuticura Remedies to any person suffering from the same malady, Edward Mannering, 34, Claremont St., Dublin, May 12, 1906."

Complete External and Internal Treatment for Every Humour of Infants, Children, and Adults con-sists of Cutteurs Bonn to Change the Skin, Cutteurs Pills (Chocolate Coated) its Purity, the Blood. A. Single Set often Cures. Said throughout the world, Depots: London, 27, Charterhouse, Sq.; R. Towns Calcutta: Potter Drug and Cheta, Corp., Sole Propagar Post-free, Cutleura Rook on Skin Discases.

BRUCE PEEBLES AND CO., LTD.

circular was issued last month by the secretary of Bruce Peebles and Co. (Limited), engineers, of Leith, informing the shareholders. that it has become necessary to call a meeting for the purpose of putting the company into voluntary liquidation with a view to reconstruction. The circular goes on to state that this step has been rendered necessary owing to the need for additional working capital. A further issue of Debentures was sanctioned by the shareholders in April la-t, but owing to the extreme stringency of the money market it was found impracticable to make such issue, and for the same reason it has not been possible to realise advantageously the securities in which the company is interested. - The directors are already considering plans for the reconstruction of the company, which have been submitted to any favourably received by some of the larger creditors and representatives of the Preference shareholders. Proxies are asked for a meeting convened for the 24th inst., when a resolution will be proposed to the effect that it having been found that the company cannot by reason of its liabilities continue its business, it is advisable to wind up voluntarily. The undertaking was registered in June,

1903, to acquire the business of Messrs. D. Bruce Peebles and Co. The directors are Messrs. W. C. Peebles (chairman), A. C. Peebles, R. S. Portheim, M. T. Pickstone, H. Mangall, and A. W: Tait, the first four being managing directors, Mr. J. R. Peebles is secretary. The company has an authorised capital of £300.000, in £5 shares, equally divided into Preference and Ordinary. According to the Stock Exchange Year Book, the Preference shares rank first for cumulative dividends of 6 per cent, per annum, and after payment of a like rate on the Ordinary both classes participate rateably in surplus profits, with the provise that the total dividend on the Preference shares shall not exceed 72 per cent. per aunum. It is provided in the articles of association that not less than 10 per cent. of the annual net profits. before paying the Preference dividend, is to be set aside as a special reserve fund up to a total of £25,000, to be applicable for payment of the dividend on the Preference shares. The Preference have also a priority as to capital, and after repayment of the Ordinary shares they are to participate in surplus assets up to a premium of 25 per cent. All the Preference and £141,905 of the Ordinary have been subscribed and called up, including 7,332 shares issued in June, 1906, at par. There are borrowing powers up to £200,000, and Five per Cent. Debentures for 275,000 have been issued, with interest payable March 15 and September 15, and the principal repayable at par on September 15 next. For the period to December 31, 1903, and for the year 1904, 6 per cent, per annum was paid : on both classes of shares for 1905, 64 per cent.; and for 1906, 6 per cent., the special reserve fund being £11,566, and the general reserve fund £27,000. No interim dividend was paid on the Preference shares on account of 1907, it having been decided to deal with the matter on the closing of the Advictionments and Subscriptions which are no ordered for difixed period will be continued until evuntermanded. Orders for extra copies of DAILY PERES should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only sup-

plied for Cash. Telegraphic Address: Pass. Codes: A.B.C., 5th E. Lieber's. P.O. Box, 33. Telephone No. 12.

NEW ADVERTISEMENTS

WANTED.

form connection with a good firm for the purchase of GOATS HAIR for the manufacture of Brushes. Please send Sample and Prices to ABR. SCHWARZMANN,

Wertheim-on-Main, Germany

WANTED.

SHORTHAND-WRITER & TYPIST. Apply stating qualifications, references, and salary required, to

Box 1617. Care of "Daily Press" Office. Hongkong, 17th March, 1908.

S.S. "TOURANE." COMPAGNIES DES MESSAGERIES MARITIMES .

NOTICE.

ONSIGNEES of Cargo from London ex s.s. "Charente" and " Matapan from Havre ex s.s. "Charente," from Bord saux "Cambrai," in connection with the above Steamer are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing. Optional Cargo will be forwarded on unless intimation is received from the Consignees

before 2 P.M., To-DAY, requesting it to be landed here. Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 23rd inst., at NOON, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 23rd inst, or they will not be recognised. All damaged packages will be examined on MONDAY, the 23rd inst., at 3 P.M. No Fire Insurance has been effected.

Hongkeng, 16th March, 1908.

J. MILLET,

THE HONGKONG WEEKLY PRESS and To the CHINAOVERLAND TRADE REPORT is now ready and contains :-Epitome of the Week's News.

Leading Articles. The Government and the Sauitary Board Peking Officials. Sensational News From Japan. The Impolite Pruth. China and Japan.

China and Foreign Literature. Supreme Court. Alleged Infringement of Trade Marks. Missions to Seamen. Victoria British School. Wedding. Companies:--

Hongkong M Iling Company. The Hongkong Hotel Co.; Ld. Hongkong Fire Insurance Company. Hongkong and Kowloon Whart and Godown Company, George Fenwick & Co.

The Shanghai Ice, and Cold Storage, Company, Limited. The Government and the Sanitary Board, Commercial. Shipping.

Extra copies 30 cents each, Cash. Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies. Subscription: \$12 per annum, payable advance : postage \$2. Hongkong, 17th March, 1908.

THE YUEH-HAN RAILWAY CO., LTD

FIRENDERS of STEEL RAILS for 5,000 PRIVATE BOARD AND RESIDENCE as well as for 3,000 Tons as advertised are invited, but the Railway Company reserve the right to accept either 3,000 or 5,000 or none whatever.

By Order of C. LIANGCHENG. President. Canton, 14th March, 1908

YUEH-HAN RAILWAY CO, LIMITED.

TENDERS are invited for the SUPPLY of the following CEMENT in Iron Casks with wooden ends :-10,000 CASKS ALSEN.

5 000 CASKS SATURN. Delivery not later than end of July. Specification of same will be given to any who intends to tender by applying to the Engineer-in-Chief's Office, Canton. Tenders will be opened on the 21st inst. at 3 r.m. in the Railway Head Office, Canton, The Company is not bound to secept the lowest or any tender.

YUEH-HAN RAILWAY CO., LD. Canton, 9th March, 1908.

FOR A FEW DAYS MORE EAL LEARANCE ALE AT CASH

HODSAIN ALI & CO. Hongkong Hotel. Hongkong, 16th March, 1908.

CLEARANCE BALE.

TITE are holding a Cheap Sale to Clear part of our old stock, for 14 days only, from 4th to 10th March, Comprising :-Glass-ware, Crockery, Enamel, Electro Plated Ware, Marble Clocks, Iron and Brass Bedsteads, Counterpanes, Down Quilts, Carpets, Door Mats. Soaps, Table Cloths, &c. &c., must be sold to make room for new and complate stock. Reduction on above mentioned Goods of 25 per cents, cash on delivery. A. TACK & CO. 26. Des Voeux Road, Hongkong.

Hongkong, 4th March, 1908.

INTIMATIONS

NOTICE.

HONGKONG GENERAL CHAMBER OF COMMERCE.

SPECIAL MEETING of the Members will be held TO-DAY (TUESDAY) 17th March, 1908 at 4.30 P.M. in the Old Chamber of Commerce Room, City Hall, to nominate a Member to fill the place of the Hon, E. A. HEWETT during six months leave of absence granted to him by His Excellency the

Notice in writing of the names of Candidates. and of their Proposers and Seconders, to be lodged with the Becretary at least 48 hours before the time appointed for holding the General Meeting. By Order,

E. A. M. WILLIAMS, Secretary. Hongkong, 17th March, 1908.

NOTICE.

LEASE take Notice that the next address of LLOYD'S GREATER BRITAIN PUB-LISHING Co., LTD. is 12, NANKING BOAD. SHANGHAI.

SOMERSET PLAYNE, Manager. Hongkong, 11th March, 1908.

ROYAL HONGKONG YACHT CLUB. OPENING CEREMONY

IS EXCELLENCY THE GOVERNOR. SIR FREDER: CK LUGARD, has HOUSE, at NORTH POINT, Shankiwan Road, or SATURDAY u at, the 21st March. 1508, at 3.P.M.

Members are requested to invite their friends. By Order of the Committee, HEDLEY G. WHITE,

Hon. Secretary. Hongkong, 16th March, 1908.

HONGKONG CLUB.

NOTICE.

FITHE THIRTEENTH HALF-YEARLY DRAWING of SIXTY-FIVE DE-BENTURES (1896) of the Honorous Club. payable on TUESDAY, the 31st March, 1908. will be held at the Hongkong Club House, at 11 o'clock A.M. on THURSDAY, the 19th

Bearers of Debentures are invited to attend. the Drawing. By order.

C. H. GRACE, Becretary. Hongkong, 10th March, 1908,

SANITARY BOARD OFFICE, Hongkong.

OWNERS OF DOMESTIC BUILDINGS

TAKE NOTICE that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended). every domestic building or part of such building within the WESTERN Division of the City of Victoria occupied by members of more than one family, except those within the European Reservation or those parts of a domestic building used as a Shop, Office or Godown, must be CLEANSED and LIME-WASHED THROUGHOUT by the owner during the

months of February and March. N.B.—The word "throughout" used in this notice means that the houses should be limewashed in respect of all the walls of each room all cubicle partitions, stair easings and stair linings, all ceilings and the undersides of roofs in main buildings, offices and servants' quarters. and inclusive of verandahs.

The backyard must have its containing walls limewashed up to the level of the first /THE THIRTIETH ORDINARY AN-Carved, painted or polished woodwork in of the above Company will be held at the good condition, however, need not be lime-

washed but must be cleaned. The Western Division of the City lies to the purpose of receiving the Report and Statement West of Tank Lane and Cleverly Street. The Government Limewashing Contractor is 1907.

prepared to cleanse and limewash floors at the rate of \$1.10 per floor on application being made to the Secretary of the Sanitary Board. G. A. WOODCOCK,

Dated this 2nd day of March, 1908.

AFRS. GILLANDERS

"CLAREMONT." 2 & 4 KENNEDY ROAD. Hongkong, 9th February, 1907

IF YOU REQUIRE ARTISTIC PICTORIAL POSTCARDS POSTCARD PAINTING BOOKS.

STAMP, BIRTHDAY and POSTCARD ALBUMS, Mechanical Animals, Art Relief Noveltier. POSTAGE STAMPS

in Bags, Packets, Sets, &c. &c.

All other Philatelia Goods CALL AT-GRACA & CO.

Hongkong Hotel Corridor, Hongkong, 1st January, 1908.

STORAGE. FOR COAL, TIMBER, &C.

TO BE LET, a Portion of MARINE LOT. No. 285 at NORTH POINT, Suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER

Also FOR BALE. Portions of MARINE LOTS Nos. 31 & 86 in PRAYA EAST. Approximate AREA 13,000 SQUARE FT. 999 YEARS' LEASE. For Particulars, apply-

GEO. FEN WICK & Co., LTD. Hongkong, 8th June, 1906.

DIRECTORY AND CHRONICLE

FOR 1908

NOW ON BALE.

Copies may be obtained at the " Howgrong DATLY PRESS" OFFICE or from Booksellers throughout the Far East. Hongkong, 15th February, 1.08.

NOTICES OF FIRMS

NOTICE.

MR. CHRISTIAN SKOTT is This Day Authorised to Sign the Name of our H. SKOTT & CO.

Hongkong, 16th March, 1908, NOTICE.

EATE have authorized MR. HARRY HASTINGS to Sign our Firm. BAIN & CO. Anping, 7th March, 1908.

WANTED WANTED.

TIRST CLASS MAN to SELL largest and strongest line of SATEENS made in America. Must cover large territory. Write full particulars, experience, references, and territory covered. Liberal Commission paid. SCHARLIN BROS. 939, Dupont Street,

> San Francisco, U.S.A. TENDERS WANTED.

TENDERS are invited from Local Firms for SUPPLYING STEELWORK in connection with the proposed new building of the Hongkong Hotel Apply to- PALMER & TURNER. Hongkong, 14th March, 1908.

HOUSE WANTED.

TAX ANTED by 1st May for 6 Months a SMALL HOUSE FURNISHED at the Peak. "BOX XII." Apply to-Care of ' Daily Press " Office.

Hongkong, 12th March, 1908. PUBLIC COMPANIES

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

THE TWENTY FIFTH ORDINARY GENERAL MEETING of Shareholders in the above Company will be held at the Company's Office, St. George's Building. 6. Connaught Road, Victoria, on SATURDAY the 21st March, 1908, at Noon for the purpose of receiving a Statement of Accounts and the Report of the General Managers for the year ending 31st December, 1907, and electing a Consulting Committee and Auditors. The TRANSFER BOOKS of the Company

will be CLOSED from WEDNESDAY, the 18th March to SATURDAY, the 21st March, both days inclusive. SHEWAN TOMES & CO.,

General Managers. Hougkong, 6th March, 1908.

THE CHINA-BORNEO CO., LIMITED. NOTICE TO SHAREHOLDERS.

THE FIFTH ORDINARY YEARLY MEETING of Shareholders of the above Company will be held at the Company's Office, St. George's Building, on THURSDAY, the 26th March, 1908, at 11.30 A.M., to receive a Statement of Accounts to the 31st December. 1907, and the Report of the General Manager and Consulting Committee, and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th March, both days inclusive. J. WHEELEY

General Manager. Hongkong, 9th March, 1098.

CHINA SUGAR REFINING CO., LD.

NUAL MEETING of the Shareholders. Offices of the General Agents on THURS-DAY, the 26th March at NOON, for the of Accounts for the year ending 31st December,

NOTICE.

The TRANSFER BOOKS of the Company will be CLOSED from the 13th to the 26th March, both days inclusive. JARDINE, MATHESON & CO., LD.,

General Agents. Hongkong, 7th March, 1903.

LUZON SUGAR REFINING CO. LD.

NOTICE. THE TWENTY-SIXTH ORDINARY ANNUAL MEETING of the Shareholders of the above Company will be held at the Offices of the General Agents on THURSDAY, the 26th March at 12,30 P.M. for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1907. The TRANSFER BOOKS of the Company

will be CLOSED from the 13th to 26th March. both days inclusive. JARDINE, MATHESON & CO., LD., General Agents,

Hongkong, 7th March, 1908. THE CHINA PROVIDENT LOAN AND

MORTGAGE CO., LD. LOST.

CERTIFICATES of 100 Shares Company in the name of CHOEY SUN have been LOST

Scrip No. 1801-60001/60100-100 Shares 1802-601/1/60200-100 1803-60201/60300-100 1804-60301/60400-100

, 18 5-60401/60500 100

500 Share NOTICE IS HEREBY GIVEN that Duplicate Certificates for the said 500 Shares will be issued one month hence, and that the Original Certificates, unless produced within that period, will thereafter be held by the Company as Null and Void. SHEWAN, TOMES & CO. Hongkong, 21st February, 1908.

SINGON & CO.

TRON, STEEL, METAL and HARD. WARE MERCHANTS. Wholesale and Betail Ironmongers Pig Iron and Foundry Coke Importers. General Storekeepers and Shipohandlers, 35 & S7, HING LOOMG STREET (2nd Street, west of Central Market) Telephone No. 515. 709

ENTERTAINMENT

THEATRE ROYAL.

MAURICE E. BANDMANN PRESENTS

HENRY DALLAS

BANDMANN OPERA

TO NIGHT TUESDAY, March 17th. WEDNESDAY, March 18th. For the first time in Hongkong. The Present London Craze. "THE MERRY WIDOW,"

Prices: \$3, \$2, and \$1. Seats can be booked at Musses. MOUTRIE

"DIE LOSTIGH WITWE")

& CO'S. Hongkong, 13th February, 1908.

INSURANCES

AACHEN AND MUNICH FIRE IN. SURANCE CO. OF AIX LA-CHAPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTER. BROCKELMANN & CO. Horgkong, 21st April, 1897. NORTH BRITISH AND MERCAN.

TILE INSURANCE COMPANY

TOTAL FUNDS AT 31ST DECEMBER, 1864 £17,837,119. ASTHORISED CAPITAL ... 23,000,000 SUBSCRIBED CAPITAL 2,750,000 PAID-UP CAPITAL

FIRE FUNDS 3,386,720 19 The Undersigned, AGENTS for the above Company, are prepared to ACCEPT BISKS against FIRE at Current Rates. SHEWAN, TOMES & CO.

Hongkong, 27th April, 1907.

THE GLORUS INSURANCE COMPANY OF HAMBURG. THE Undersigned, having been appointed

AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates. CARLOWITZ & Co.



BAMBOO BLINDS, MATTINGS in all colours on Sale. All Orders receive prompt attention. 45, QUEEN'S ROAD CENTRAL.

HONGKONG. Hongkong, 20th February, 1908.

MITSU

BISHI DOCKYARD

AND ENGINE WORKS. NAGASAKL CODE WORD, "DOCK," A.B.C., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3. Extreme Length... Length on Blooks Width of Entrance on Top 964 Width of Entrance on Bottom ... 881 ... Water on Blocks at Spring Tide DOCK No. 1. Extreme Length 523 feet. Length on Blocks

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TO LET. HOUSE in KNUTSFORD TERRACE KOWLOON.

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TO LET. NTO: 2, MACDONNELL ROAD.

Apply to-COMPRADORE'S DEPARTMENT, Nippon Yusen Kaisha. Hoagkong. 3rd June, 1905.

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SIX ROOMED HOUSE at ELLIOT CRESCENT, Robinson Road, Furnished or Unfurnished

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THE HONGKONG ICH COMPANY, LTD. have now 40,000 Cubic Feet of Cold Storage available at East Point. Stores will be Open at 10 A.M. and 4 P.M. daily, Sunday. excepted, to receive and deliver perishable goods. WE PARLANE, Manager. Hongkong 18th November, 1901

SCIENTIFIC MISCELLANY.

PEAT GAS FOR POWER-ANCIENT COINAGE-AN OLO NATURE PARE-DEILL TEMPERING BY BLACTRIC FURNACE - PICTURE TELE. GRAPHY-A SENSITIVE PHOTOM TER-THE MODERN ALCEPMY -- WIRE GAUZE FOR STOPPING VAPOR.

valuable by-products seems to have become a practical success in Ireland, the use of peat for producer gas gives premise of transforming the community is prepared to meet increasing moors of Germany, into centers of industry, expenditure by corresponding addition to Peat taken out in excavating the Macard Canal is to be used first in Dr. N. Caro's plant for gasifying peat and waste coal in a mixture of this reason each year's Estimates call air and superheated steam, and it is calculated that one ton of crude wet peat will yield 66 pounds of ammonium sulphate, with \$1.75 and 88,250 cubic feet of gas, suitable for driving gas provisions that sufficed for earlier requirements engines and capable of producing 600 horsepower of energy. Drying and pressing the peat will be avoided, while the production of ammonium sulphate—vaulable as a fertilizer will ensure alone a fair return on the outlay. Removing the peat will not convert a fertile region into a wilderness, as a coal-mining often does, but stripping the barren moors wi change them into fine farming land.

While sucient coins and medals are numerous, the only genuine antique die known seems to be for a Boarding house or Club. Containing 26 that found at Tel El Athrib, Egypt, in 19 4. Prof. C. Zenghelis reports that this is of bronze, 24 inches high and 6 ounces in weight, dates from 430 to 322 B.C. and the base is engraved with the owl of the Athenian tetradrachma pieces. The allog seems to have consisted o about 75 per cent of copper and 25 of tip. The advisable to the Council for 1908-9." The die is evidence of great metallurgical skill-the unusual proportion of tin being necessary for hardness, while the extreme purity of the two metals give the necessary malleability.

> Another old belief has been disproven-great pythons and other serpents in the London -Zoological-Garden-being no longer given live food but eating with avidity dead rabbits pigeons, fowls and goats,

> The underground electric furnaces promises to work quite a revolution in mining. As made for the gold mines of the Rand, in South Africa, the furnace consists of a tank line i with heat-proof material, with an interior iron crucible similarly lined, and the crucible contains neutral salts that are instantly fused by the current and form a bath in which metay can be heated to a high degree. Two electrodes on each side, conveying monophase current are connected with a special transformer that gives precise regulation of temperature to any point botween 750 deg. and 1400 deg. C. The furnace is designed for drill-sharpening, and it offers important advantages, not least of which, it is believed, is that of permitting the best grade; of steel, which ordinary sharpening affects injuriously although not acting upon chosper steels. There is little loss of heat from radiation and great gain in rapidity of working, and the aparatus is useful for annealing as well as hardening. The fused salt not only does no attack the motal but it forms a couting that resists oxidation.

In transmitting pictures by wire, Prof. Korn. of Munich; seems to have been the first to achieve practical success, but other inventors are aiding in bringing the art to a high stage of development. Already Prof. E. Belin, a. French engineer, claims batter definition, sending the image of a carbon print in relief. The photograph is mounted on a rating cylinder, and a finger following its contour introduces resistance into the line circuit and thus shifts. an oscillating mirror at the receiving end. The mirror focusses light on a hole 1/150 of an anch in diameter in contact with a sensitive film on a second cylinder rotating synchronously with the first. The light is varied in intensity by the shifting of the mirror, and, aided by a screen of graduated tone, gives variations on the film corresponding to the variations in relief of the carbon point. The scale of tones may be reversed so as to produce either positive or negative at will.

The new selenium photometer of a German firm of instrument makers is claimed to indicate the candle power of lamps with ten times the sensitiveness of any lightmeasuring device hitherto used, while it is free from the defects of other apparatus, and avoids the errors do to personal differences of estimate and the difficulty of rating the brightness of different colors. A selenium call-is made to oscillate so that it is alternate'y lighted by a standard lamp and by the lamp under test. The |cell is in an electric circuit with a milliamperemeters and the variations in the current due to differerces in the light are indicated by the pointer of the measuring scale. When the two illumingtions are equal, no variation of current results, the pointer remaining stationary. By moving one lamp the illumination can be balanced in the usual way, and the strength of the tested lamp, compared with the standard, is estimated from the relative distances of the two lamps

from the photometer. The transmutation of elements is as eagerly sought now as in the time of the ancient alchemists, and the apparent decomposition of platinum by Theodore Grosse, a German chemist, is a new result encouraging to the seekers. Potassium carbonate in a platinum vessel was subjected for many hours to an alternating current between platinum electrodes. potassium nitrate being occasionally added. The platinum vessels and the electrodes lost weight, the electrodes became coated with needle-shaped crystals resembling charcoal, and the contents of the vessel became changed to a brown powder. The powder proved to be free from potassium and carbon, while no platinum was found in orystals or powder.

A mask of aluminum wire to absorb moreury vapors is the suggestion of Signor Tarugi, an Italian ifor avoiding poisoning in mercury mines, mirror factories, and other places where workers are exposed to this volatile metal.

INCREASED RATES AT SHANGHAI.

The N. C. Daily News of March 9th says :-The publication of he Municipal Budget for the coming year has prepared Ra epayers for increased taxition, and it is unnecessary to go over the ground covered at the time when we Just as the conversion of peat into coke and dealt with the Estimates seriation, Briefly put, the question at issue is whather, having decided that a certain standard must be maintained in matters affecting the public welfare, the existing taxation. From time to time an adjustment of expenditure as between the various items may be required, and for close luvestigation; but on broad lines is evident that the Settlement has already reached a stage in its history when it begins to outgrow simultaneously many and stands in need of largely enhanced revenue. As taxation increases, it becomes the more urgent to make sure that its incidence is equitable, and a step in this direction is taken in Resolution V, in which the Council, profiting by the adverse decision given in the case "The Council v. Messrs. Kuhn and Komor," seeks permanent authority to revise from time to time all or any assessments of buildings. A further adjustment might still be made in rescinding the abatement of 20 per cent, on land assessment for taxation purposes, for which there would seems to be little authority in the Land Regulations in view of the use of the term gross value" in Article IX;

Apart from questions of hounce the most prominent item in the Council's programme is the one that deals with opium houses. Tout court Resolution VI reads : - "That the number. of licensed opium-houses-be reduced by one quarter from July 1, 1908, or from such other early date and in such manner as may appear intention of the Council, subject to the approval of Ratepavers, is to make the same or a similar reduction at short intervals in order to effect the complete suppression of opium houses in the Settlement within two years. There is every reason for desiring a comprehensive discussion on the subject, and by leaving room for an Amendment in the sense of the undertaking given to the Shanghai Missionary Association, the Council invites debate. It is to be hoped, however, clearly. that the brevity of theoriginal Resolution will be reproduced in the discussion, and that argument will be confined to what is or is not practical politics in dealing with the suppression of the opium houses rather than be allowed to range over the whole field of the opium question. In this connexion it is permissible to call attention again to the unsatisfactory nature of the reports that continually reach us from various parts of the ampire regarding the progress of the opium campaign-reports confirmed it may be remarked, by the inquiries made by a writer in "The Chinese Recorder." We should be unwill. ing to see the eff irts of the Anti-Opium League exhaust themselves in the suppression of opium houses in Shanghai; and it will, perhaps, be a matter of regret that so much energy has been devoted to a side issue in the place of an organized attempt to strengthen the Contral, Government's hands in securing effect for the Opium Regulations throughout the provinces. Legislation of a less momentous character constitutes the themes of the remaining Resolutions; but in one an opportunity is afforded of raising a question of even more vital moment to the community than the suppression of opium. Resolution XI provides for the election of four Governors of the General Hospital for the ensuing year, and we would gladly see the occasion improved by a searching discussion apon the whole status of this institution. In

view of what is generally known or believed regarding the conditions that obtain to-day in the General Bospital-monetary stringency, a devoted sisterhood, not wholly trained as professional nurses, taxed beyond its powersit might be th ught that local charity as wells practical instincts of self-preservation would have caused general attention to be directed to the pressing need for reorganization. It would 's-em, however, to be true of Shanghai as of other communities, that it is incipible of interesting itself in more than one public question at a time. Last year the Police Force crowded out all other subject; this year it may be that the removal of a "moral stain" is held to be of more importance than the care of human life, and thus another twelve months may pass before a state t affairs that urgently calls for reform can be discussed. It must be admitted that the question is out that excludes all considerations of self-interest; the reorganization of the Hispital will clash with vested interests, will impose a burden upon the Municipal revenue and will evoke considerable of position. But of the most of it there on be no donbt, and it would be wel if the subject were at least ventilated at the coming Meeting, even if no.

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inite action in the matter were taken.

Calvert's Carbolic Toilet Soap.

Firstly it is pure, an important matter when you consider how often in the day Soap is used, and how sensitive your skin is.

Then it is antiseptic as well (10% Crystal Carbolic) emollient and delicately perfumed.

In hot weather especially, its use is delightfully refreshing for general toilet purposes, cleansing the skin and removing the effects of perspiration.

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A TABLE OF THE BATES OF EXCHANGE AT HONGKONG

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MAIL TABLES

FOR 1908. Shows the dates of departure of the Mails to Europe and America, and the dates of their expected arrival at their destinations, as well at the dates of return Mails.

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THE SHALL SERVICE

SHIPPING.

ARRIVALS. CURONIA, Russian str., 2,948, Boockhausen 15th March-Copenhagen 18th Jan. and Singapore 7th March, General-Melchers

DAGNY, Norwegian str., 883, O. Abrahamsen, 15th March - Saigon 7th March, Rice and Meal-Asgaard, Thoresen & Co. DECIDER, French sunboat, 645, De Linares, 16th Morch-from Kwang Chow Wan.

Kalvong, British str., 986, H. Mathias, 16th March — Cebu and Iloilo 12th March, General-Butterfield & Swire. KASHING, British str., 1,143, T. W. Pickard 14th March-Pasinnan 1st March, Sugar

-Butterfield & Swire. KWANGTAH, Chinese str., 1,536, Wm. H. Lunt, 16th March - Shanghai 13th March General-Chinese.

MATHILDE, German str., 831, A. P. Ulderup, 16th March - Haiphong and Holhow 14th March, Coals and Pigs-Jebsen & Co. Nikko Maru, Japanese str., T. Harrison, 16th March-Melbourne-19th Feb., General-Nippon Yusen Kaishe.

QUARTA, German str., 1,145, H. Madsen, 16th March-Pararvean 4th March, Sugar-Java-China-Japan Lijn. ROYAL ABTHUR, British cruiser, Benton, 15th March-Shanghai 13th March.

SANUKI MARU, Japanese str., 6,111, S. J. G. Parsons, 16th March-Japan and Shanghai 13th Mur, General-Nippon Yusen Kaisha. Tonkin, French str., 3,474, Charbonnel, 15th March—Yokobama 7th March, General— Messageries Maritimes.

TOURANE, French str., 3,104, G. Laucelin, 16th March - Marseilles and Saigon 13th March, Mails & General-Messageries Maritimes YUENSANG, British str., 1,128, P. H. Rolfe, 16th March-Manila 13th March, General -Jardine, Matheson & Co.

Windsand, British str., 1,517, Walker, 15th-March-Wuhu & Chinkiang 11th March, General-Jardine, Matheson & Co.

CLEARANCES AT THE HARROUR MASTER'S OFFICE. 16th March. Borneo, German str., for Sandakan. Curonia, Russian sir., for Vladivostock. Haimun, British str., for Coast Ports. Johanne, German str., for Pakhoi. Mathilde, German str., for Canton. Tonkin, French str., for Europe, &c. Tremont, American str., for Moji and Tacoma

DEPARTURES.

16th March. KWANGTAH, Chinese str., for Canton, Murroo, Chinese str., for Shanghai. TOUBANE, French str., for Shanghai.

SHIPPING REPORTS. The German str. Quarta reports: Fresh N. E. wind throughout.

The British str. Wingsang reports: Strong N. N. Easterly winds and sea. The Chinese str. Kwangtah reports: Light breeze and fine to Heishans; thence to Ocksen, moderate to strong winds and rough see gradually moderating approaching port to calm hazy weather.

> VESSELS IN DOCK. March 16th.

ABBRDERN DOCKS .- Hupeh. KOWLOON . DOCKS-Neil Meleod, Persia, Borsogon, Loyal, Accot, Empress of India

COSMOPOLITAN DOCKS .- Halvard, Onsang.

VESSELS ON THE BERTH

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW. FTHE Company's Steamship

'HAIMUN,"

Captain A. J. Robson, will be despatched for the above Ports TO-DAY, the 17th inst. at 10 A.M.

For Freight or Passage, apply to DOUGLAS, LAPRAIK & Co., General Managers. Hongkong, 13th March; 1908.



AUSTRIAN LLOYD'S STEAM NAVI-GATION COMPANY.

STEAM TO SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship "PERSIA, Capt. G. Bortole, will leave for the above places TO-MORROW, the 18th inst., A.M. This Steamer has splendid accommodation for passengers, electric light, and carries a

doctor and stewardess For Freight or Passage, apply to SANDER, WIELER & CO. Prince's Building. Hongkong, 11th March, 1908.

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PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK. S.S. "WRAY CASTLE" ... 7th April. + S.S. "SIKH" ... 28th April, For Freight and further information, apply to DODWELL & CO., LD.,

Agents. Hongkong, 11th March, 19(8.

FOR EUROPE & AMERICA. India, Australia, &c., and for PRIVATE RESIDENTS AT THE OUTPORTS. A Comprehensive and Complete Record of the NEWS OF THE FAR EAST

is given in the HONGRONG WEEKLY

DRESS, with which is incorporated THE CHIEA OVERLAND TRADE REPORT. subscription, paid in advance, \$12 per annum Postage \$2 to any part of the World

AS LOADING

To ascertain the anchorage of my Vessels, the Harbour has been divided into Four Sections common ing from Groon Jaland. Vessels anchoring nearest Kewloen are marked "k." nearest Hongkong "h" midway between Hongkong and Ke aloom "m," and those vessels berthed at the Kowloom Wharf "k.w." tegether with the number denoting she section. SECTIONS.

| ANTWERP VIA SINGAPORE, &c. BURG VIA STRAITS, &c. HAMBURG VIA STRAITS, &c. GIRES GIBRALTAE &C. ORTH & SUEZ CANAL. | MARMORA GLEBLOCHY MANILA MONMOUTHSHIEB TONKIN SANUKI MARU HOHENSTAUFEN TRANQUEBAB AWA MARU BRASILIA SAMBIA PRINZ LUDWIG SAINT PATRICK | Ger. str. Dan. str. Jap. str. Ger. str. | | G. H. C. Weston, R.N.R. E. J. Stallard F. E. Andrews, B.N.B. Charbonnel S. J. G. Parsons Porzelins. | POR PREIGHT APPLY TO P. & O. S. N. Co. McGregor Bros. & Gow P. & O. S. N. Co. SERWAN, TOMBS & Co. MESSAGERIES MARITIMES | On 21st inst., at Noon. On 25th inst. About 25th inst. About 31st inst. To-day, at 1 P M. To-morrow, at Daylig. |
|--|--|--|--|--|--|---|
| AL PORTS OF CALL ERP. RP VIA SINGAPORE, &c. P & HAMBURG. A PORTS OF CALL ANTWERP VIA SINGAPORE &c. BURG VIA STRAITS, &c. HAMBURG VIA STRAITS, &c. GIRES GIBRALTAR &C. ORTS & SUEZ CANAL. | MARMORA GLEBLOCHY MANILA MONMOUTHSHIEM TONKIN SANURI MARU HOHENSTAUFEN TRANQUERAR AWA MARU BRASILIA SAMBIA PRINZ LUDWIG | Brit. etr. Brit. etr. Brit. etr. Brit. etr. Jap. etr. Ger. etr. Jap. etr. Jap. etr. Jap. etr. Jap. etr. | | G. H. C. Weston, R.N.R. E. J. Stallard F. E. Andrews, B.N.B. Charbonnel S. J. G. Parsons Porzelins. | P. & O. S. N. Co. McGregor Bros. & Gow P. & O. S. N. Co. SEEWAN, TOMES & Co. MESSAGERIES MARITIMES NIPPON YUSEN KAISHA | On 21st inst., at Noon. On 25th inst. About 25th inst. About 31st inst. To-day, at 1 P M. |
| RP VIA SINGAPORE &C. P & HAMBURG A POETS OF CALL ANTWERP VIA SINGAPORE &C. DUTH, HAVEE & HAMBURG &C. RE & COPENHAGEN ANTWERP VIA SINGAPORE, &C. BURG VIA STRAITS, &C. HAMBURG VIA STRAITS, &C. ORTS & SUEZ CANAL. | GLEBLOCHY MANILA MONMOUTHSHIEB TONKIN SANURI MARU HOHENSTAUFEN TRANQUERAR AWA MARU BRASILIA SAMBIA PRINZ LUDWIG | Brit. str. Brit. str. Brit. str. Fr. str. Jap. str. Ger. str. Jap. str. Jap. str. Jap. str. | - | F. E. Andrews, B.N.B. Charbonnel S. J. G. Parsons Porzelins | McGregor Bros. & Gow P. &. O. S. N. Co. SERWAN, TOMES & Co. MESSAGREIUS MARITIMES NIPPON YUSHN KAISHA | On 25th inst. About 25th inst. About 31st inst: To-day, at 1 P M. |
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| P & HAMBURG A POETS OF CALL ANTWERP VIA SINGAPORE &COUTH, HAVEE & HAMBURG &COPENHAGEN ANTWERP VIA SINGAPORE, &COPENHAGEN ANTWERP VIA SINGAPORE, &COPENHAGEN ANTWERP VIA STRAITS, &COPENHAGEN HAMBURG VIA STRAITS, &COPENHAGEN ORTH & SUEZ CANAL | MANILA MONMOUTHSHIEM TONKIN SANUKI MARU HOHENSTAUFEN TEANQUERAE AWA MARU BRASILIA SAMBIA PRINZ LUDWIG | Brit. str. Brit. str. Fr. str. Jap. str. Ger. str. Dan. str. Jap. str. Jap. str. | - | Charbonnel S. J. G. Parsons Porzelius | P. &. O. S. N. Co. SERWAN, TOMES & Co. MESSAGREIUS MARITIMES NIPPON YUSHN KAISHA | About 25th inst. About 31st inst: To-day, at 1 P M. |
| A POETS OF CALL ANTWERP VIA SINGAPORE & OUTH, HAVEE & HAMBURG &C RE & COPENHAGEN ANTWERP VIA SINGAPORE, &c BURG VIA STRAITS, &c. HAMBURG VIA STRAITS, &c. GIRES GIBRALTAR &C. ORTS & SUEZ CANAL | TONKIN SANURI MARU HOHENSTAUFEN TEANQUERAE AWA MARU BRASILIA SAMBIA PRINZ LUDWIG | Fr. str. Jap. str. Ger. str. Dan. str. Jap. str. Lier. str. | | Charbonnel S. J. G. Parsons Porzelius | MESSAGERIES MARITIMES NIPPON YUSEN KAISHA | About Slat inst: To-day, at 1 P M. |
| DUTH, HAVEE & HAMBURG &C RE & COPENHAGEN ANTWERP VIA SINGAPORE, &c BURG VIA STRAITS, &c. HAMBURG VIA STRAITS, &c. GIRES GIBBALTAE &C. ORTH & SUEZ CANAL | SANURI MARU ROHENSTAUFEN TEANQUEBAE AWA MARU BRASILIA SAMBIA PRINZ LUDWIG | Jap. str. Ger. str. Dan. str. Jap. str. Lier. str. | k. w. | Porzelius | MIPPON I USHN KAISHA | |
| RE & COPENHAGEN ANTWERP VIA SINGAPORE, &c. BURG VIA STRAITS, &c. HAMBURG VIA STRAITS, &c. GIRES GIBRALTAR &c. ORTS & SUEZ CANAL. | TEANQUERAR AWA MARU BRASILIA SAMBIA PRINZ LUDWIG | Dan str. Jap. str. Ger. str. | #. #. | rorzelius | HAMRITRAL A MEDITE TIME | 1 ' ALL AN WALLEY |
| HAMBURG VIA STRAITS, &c HAMBURG VIA STRAITS, &c. GIRES GIBBALTAE &C. ORTS & SUEZ CANAL | Brasilia Sambia Prinz Ludwig | Lier. str | is 🚣 🗀 | | MELCHERS & Co | On 25th inet. Beginning of April. |
| HAMBURG VIA STRAITS, &c. GIRES GIBBALTAE &C. ORTH & SUEZ CANAL. | PRINZ LUDWIG | | k.w. | F. E. Cope | NIPPON. YUSHN KATSHA | On lat April., at D'lig |
| ORTS & SUEZ CANAL | SAINT PATRICK | Ger. str | k. W. | muler | HAMBURG-AMERIKA LINIE | To-day. On 2nd April, |
| **** *** *** *** *** *** *** | | Ger. str. Brit. str. | | F. V. ESIESOF | MELCHBES & Co. | On 27th inst., at Noon |
| ANGHAI JAPAN & | WRAY CASTLE | Brit. str. | = | 900 000 - 000 000 000 min | DODWELL & Co., LTD. | On 21st inst., at 5 P.M. On 7th April. |
| | TUDOR PRINCE | Am. str Brit. str | l m. | maddongail | ARNHOLD, KARRIEG & Co | About 21st April. |
| ANGHAI JAPAN, &o | EMPRESS OF INDIA | Brit. str. | 2 m. | - 060 - 000 . 000 . 000 . 000 . 000 | CANADIAN PACIFIC R. CO | On 25th inst., at Noon On 9th April, at 4 P.s |
| EATTLE, WASH, &c | TREMONT | Am. str Jav. str | | 1. W. Garlick | DODWILL & Co., LTD. | To-day, |
| EATTLE. WESH. &c | KAGA MARU | Jap. str | _ | G. S. Lapraik | NIPPON YUSEN KAISHA | To-day, at 4 P.M. On 31st inst., at D'lin |
| S VIA MANILA | YAWATA MARU | 4 100 1 | | 10. MOT | TOTO KISEN KAIRRA | First half of A pril. |
| S VIA MANILA | MANILA | Ger. str | | J. Minssen | MELCHERS & Co. | On 20th inst, at Noo On 26th inst, at 5 p. |
| 8 VIA MANILA | NIKEO MARU | Jap. str | 1 E | Dr. Jurin George | GIBB. LIVINGSTON & Co. | On 28th inst., at Noon |
| S VIA MANILA | CHANGEHA | Brit. str. | l m. | Cr. W. Eldy | BUTTERFIRED & SWIRE | On 17th April, at No On 21st April, at 4 P. |
| OBE | PRINZ WALDEMAR. | Ger. str. | = | W. TOD Senden | MELCHERA & Co | On 21st inst., at D'lig About 3rd April. |
| | Tamonas | Jap. str. | | 1. Darrison | NIPPON YUSEN KAISHA | On 18th inst., at Noo |
| 404_400 PER PER PER PER | LUBICHOW . | Brit. str | 1 m. | G. Hooker | BUTTEPPIELD & SWIRM | Quick despatch. On 21st inst., at 4 P.1 |
| HANG | NANCHANG | | l m | b Mooney | JABUINE, MATERSON & CO. LO. | On 23rd inst., at Noc |
| GPO | KWONGSANG | Brit. etr. | _ | W. F. Baker | JARDING MIATUREON & CO. T. | To-day, at 4 P.M. To-day, at Noon. |
| AMA & KUBE | PERSIA | | 4. 7 | E. Northcombe | SUTTERFIELD & SWIRE | To-day, at 4 P.M. |
| 194 180 180 and and and | MALTA | Brit. str | 7 - 2 | E. A. Peters | P. & O. S. N. Co. | To-morrow, A.M. About 20th inst. |
| AMA & KOBE | LANGBANK | Ger. str. | k.w. | JORED | J. MILLET | On 22nd inst. |
| KOBE & YOKOHAMA | YETOROFU MARU | Jap. str | | K Bato | NIPPON YUREN KAIRWA | On 22nd inst., P.M. |
| KI, KOBE & YOKOHAMA | P. R. LUITPOLD | Ger. str. | | W. W. COOKE, B.N.B | F. & O. S. N. Co. | About 24th inst. About 25th inst. |
| W. AMOY & TAKAO | SILESIA | Ger. str. | k.w. | Danie | MAMBURG-AMERIKA LINIH | On 28th inst. |
| I | KASHING | Brit. str. | l m. | To J.Dann . researes ansense er | UBARA BHOBEN KAISHA | To-morrow, at Daylig To-morrow, at 4 P.M. |
| NG | HAIMUN | | 2 h. | A. J. Robson | DOUGLAS LAPRAIR & CO | To-day, at 10 A.M. |
| ************************** | TAMING | Brit. str | Îm. | A. W. Outerbridge | BUITERFIELD & SWIRE | On 20th inst., at 10 A To-day, at 4 P.M. |
| *************************************** | ZAPIRO | | | T. Meyrick | JARDINE, MATERSON & Co., LD | On 20th inst., at 4 P.1 |
| | LOONGBANG | Brit. str | | B. J. Payne. | JARDINE, MATRESON & Co., LD. | On 21st inst., at Noon On 27th inst., at 4 P. |
| | KAIFONG | | l m | R. Almond | SHEWAN, TOMES & Co. | On 28th inst., at Nooi |
| Mane tes tes tes tes | BOENEO | Ger. str. | - | E. Sembill | MELCHERS & Co. | On 20th inst., at 4 P.; To-day, at 9 A.M. |
| G & CALCUTTA | KUTSANG | Brit. str. | | B. Kon | NIEPON YUSEN KAISHA | On 21st inst., at Noon |
| G & CALCUTTA | ORSANG | Brit. str. | | Rose Core | JAEDINE, MATHESON & Co., LD. | To-day, at Noon. On 19th inst., 3 P.M. |
| | TJIMAHI | Dut. str. | , | E. J. Bull | JARDINE MATHESON & Co. Ln | On 24th inst., at 3 P.M |
| | EATTLE, WESH, &c. E, VIA JAPAN PORTS, &c. EVIA MANILA S VIA MANILA VIA TIMOB, PORT DARWIN &c. E VIA MANILA S VIA MANILA OBE TOKOHAMA WHANG GPO AMA & KOBE KO | EATTLE, WESH, &c. E, VIA JAPAN PORTS, &c. S VIA MANILA S VIA MANILA VIA TIMOB, PORT DARWIN &c. S VIA MANILA S VIA MANILA B VIA MANILA CHANGBHA KAMARURA MARU CHANGBHA KAMARURA MARU CHANGBHA KAMARURA MARU CHIPSHING NANCHANG CHIPSHING NANCHANG KWONGBANG YOCHOW CHIPSHING NANCHANG KWONGBANG YOCHOW CHIPSHING NANCHANG KWONGBANG YOCHOW PERSIA MALTA CEYLAN LANGBANK YETOROFU MARU PERSA FURUSHU MARU KASHING HAIMUN CHIHLI TAMING YUENSANG YUENSANG NOBORE & COLOMBO S & CALCUTTA G & CALCUTTA G & CALCUTTA KASANG KUMSANG KUMSANG KUMSANG KUMSANG KUMSANG KUMSANG KUMSANG KUMSANG | EATTLE, WASH, &c. KAGA MARU Jap. str. S VIA JAPAN PORTS, &c. KASATO MARU Jap. str. S VIA MANILA MARIU Jap. str. S VIA MANILA MANILA Gor. str. S VIA MANILA CHANGSHA Brit. str. S VIA MANILA CHANGSHA Brit. str. AMA BUE MARU Jap. str. AMA BUE MARU Jap. str. Brit. str. Brit. str. Brit. str. Jap. str. | EATTLE, WASH, &c. KAGA MARU Jap. str. Jap. str. Stria MANILA YAWATA MARU Jap. str. Jap. str. YAWATA MARU Jap. str. Stria MANILA HARU Jap. str. MANILA Ger. str. Mrike Maru Jap. str. Brit. str. Jr. Mrike Maru Jap. str. Jr. Mrike Mrik | EATTLE, W28H, &C. KAOA MARU Jap, str. — G. & Laprsik B. via MANILA YAWATA MARU Jap, str. — D. Mori YAWATA MARU Jap, str. — D. Mori YAWATA MARU Jap, str. — D. Mori W1ATIMOB, PORT DARWIN & ALDERNHAM Brit. str. — J. Midssen, Str. Str. — St. John George B. via MANILA CHARGELA CHARG | EATTLE, WASH, &c. KAOA MARU Jap. str. C. vis Japan Ports, &c. Kasaro Maru Jap. str. D. Mon Toyler Visin Kaisha. Syla Mannia. Mania. Mania. |

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| R.M.S. | Tons | LEAVE HONGKONG | ABBIVE VARCOUVEL |
| · "LENNOX" | 3.700 | WEI NEEDAY, 25th 3 | Tarob. 23rd Anvil |
| "EMPRES OF IN | DIA " 6.000 | THURSDAY, 9th A | neil 27th Anvil |
| "MONTEAGLE" | 6.163 | WEDNESDAY, 22nd A | pril 16th May |
| "EMPRESS OF JA | WELL THE PARTY OF A A A A A | THUBSDAY, 7th M | lay 25th May |
| * "GLENEARG" | 3.700 | WEDNESDAY, 20th | |
| "EMPRESS OF CH | MAN I I A AAA | | une 22nd June |
| | | | And the sound build |

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S.S. "MONTEAGE," "LENNOX" and "GLENFARG" at 12 NOON.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at HANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBF. YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co.'s NEW PALATIAL "EMPRESS" Steamships, 14.500 tons register. The through transit to LIVERPOOL being 221 days from YOKOHAMA and 294 days from HONGKONG.

Hongkong to London, 1st Class via St. Lawrence River Lines or New York 271.10 Intermediate on Steamers ? and lat Class Railways ... First Class rates include cost of Meals and Berth in Sleeping Car while crossing the

American Continent, R.M.S. "MONTEAGLE," carry Intermediate passengers only, at Intermediate rates, in cold storage. affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of Ohina and Japan Governments.

For further information, Mars, Router, Handbooks, Rates of Freight and Passage, apply to D. W. CHADDOCK, General Traffic Agent for China, Corner Pedder Street and Prays opposite Blake Pin.

HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light, Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-todate arrangements for comfort of Passengers.

CHINA AND MANILA

STEAMSHIP COMANY, Limited.

| STRAMBHIP | Tons. Captain | Pos | SAILING DATA. |
|-----------|-----------------|------------|----------------------|
| ZAFIRO | 2540 R. Rodger | Manila | On 21st March, Noon. |
| RUBI | 2540 R. W. Almo | and Manila | On 28th March, Noon. |

For Freight or Passage apply to

SHEWAN, TOMES & CO.. GENERAL MANAGERS.

GENERAL AGENTS.

Honokong, 16th March, 198

HONGRONG AMERICAN ASIATIO STEAMSHIP COMPANY

FOR NEW YORK VIA PORTS AND SUEZ CANAL

(WITH LIBERTY TO CALL AT THE MALABAR COAST). On 21st March, 5 P.M. B.B. "SAINT PATRICK"

For freight and further information apply to SHEWAN TOMBS & CO.

Flonghong, 14th March, 1909

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP COMPANY. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC BAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA. B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

| Steamers. | Tons. | Captain. | Sailing Date. |
|-----------|----------------|---------------------------------------|--|
| * TREMONT | 9,606 | T. W. Garlick | On 17th March. |
| # SUVERIC | 6,232 6,232 | W. Shotton Cowley E. V. Roberts | On 9th April. On 2nd May. On 26th May. |
| | + 0 | and and | And the state of t |

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINF, ELECTRIC LIGHT, DOCTOR AND STEWARDESS.

* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fun in each room. Barber's shop and steam laundry. Cargo carrier

PARCEL EXPRESS TO THE UNITED STATES & CANADA. For further information apply to-

Hongkong, 11th March, 1908.

Hongkong, 6th March, 1908.

DODWELL & CO., LIMITED, GENERAL AGENTS. Quant's Buildings.

AGENTS.

EAST ASIATIO CO., LD. COPENHAGEN, SINGAPORE, BANGKOK & SHANGHAL RUSSIAN EAST ASIATIC CO., LD., ST. PETERSBURG & VLADIVOSTOCK.

SWEDISH EAST ASTATICCO., LD GOTHENBURG.

PROJECTED SAILINGS FROM HONGKONG. BUBJECT TO ALTERATION.

STHAMBES DATE OF SAILING. DESTINATION HAVRE, MARSEILLES, "TRANQUEBAR" Bog. of April. & COPENHAGEN ... For Further Particulars, apply to MELCHERS & CO.,

000K ESTABLISHED 1841

TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, Bro. TICKETS ISSUED TO ALL PARTS OF THE WORLD.

BAGGAGE COLLECTED, SHIPPED and FORWARDED at LOWEST RATES. FOREIGN MONEYS EXCHANGED. LETTERS of CREDIT and CIRCULAR NOTES ISSUED.

Full information on Application. Head Office for the Far Rest:-14, WATER STREET 16, DES VŒUX ROAD. AMAHOXOT. HONGKONG.

VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES MARITIMES.

FRENCH-MAIL STEAMERS.



STEAM_FOR BAIGON SINGAPORE, BATAVIA COLOMBO, AUSTRALIA ADEN. EGYPT MARSEILLES, LONDON HAVRE, BORDEAUX MEDITERRANEAN AND BLACK SEA PORTF.

/ THE Steamship

"TONKIN," Captain Charbonnel, will be despatched for MARSEILLES, on TUESDAY, the 17th March, at 1 P.M. Passage tickets and through Bills of Lading

Cargo also booked for principal places in Next sailings will be as follows :-S.S. "POLYNESIEN" 3lat March. S.S. "TOURANE"... ...14th April. S.S. "ARMAND BEHIE" ...28th April

issued for above ports and for Australia with

J. MILLET Hongkong, 4th March, 1908.

prompt transhipment at Colombo.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY

STEAM FOR STRAITS, CEYLON, AUS-TRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS. PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PRESIAN GULF, CONTINENTAL, AMERICAN AND SOUTH APRICAN PORTS.

HE Steamship

"MARMORA." Captain G. H. C. Weston, E.N.R., carrying His Majesty's Mails, will be despatched from this for Marseilles and London on SATUR-DAY, the 21st at March at Noon, taking passengers and cargo for the above ports Silk and Valuables, all cargo for France and London will be foawarded without tranship. ment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required. For further particulars, apply to

Acting Superintendent Hongkong, 8th March, 1908.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK. (With Liberty to Call at the Malabar Coast.)

THE Steamship

"TUDOR PRINCE," Capt. Macdougall, will be despatched for the above Port on or about TUESDAY, the 21st

April. For Freight apply to ARNHOLD KARBERG & Co., Hongkong, 12th March, 1908.

"GLEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP THE Steamship

Hongkong, 2nd March, 1907.

"GLENLOCHY, Captain E. J. Stallard, will be despatched as above on WEDNESDAY, the 25th March. For Freight apply-to McGREGOR BROS. & GOW.

eastern and australian steam-SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. Cailing at TIMOR, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND. TARMANIA, &C.

THE Steamship

"ALDENHAM."

Captain St. John George, will be despatched as above on SATURDAY, the 28th inst., at NOOM. This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provirions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms, For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents. Hongkong, 4th March, 1908.

"SHIRE" LINE OF STEAMERS LIMITED.

FOR LONDON, ANTWERP AND HAMBURG.

THE Steamship

"MONMOUTHSHIRE." will be despatched for the above Ports on or about TUESDAY, the 31st March Doctor and Stewardess carried, For Freight or Passage, apply to-SHEWAN, TOMES & Co.,

Hongkong 3rd March, 1908. TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between Hongkong CALLAO AND IQUIQUE, VIA JAPAN PORTS (Karatsu, Kobs and Yokohama.) With Liberty to call at Honolulu and

Balina Crus. Steamers Tons KASATO MARU" ... 6,100 Sometime First: half of April.

Taking Freight and Passengers to other Eastern and Western Coast Ports of South America in connection with Steamers of the-Pacific S. N. Co.

K. MATSDA, Manager, York Building. Hongkong, 18th February, 1908.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STRAMBRE LONDON VIA USUAL PORTS MARMORA Noon, 21st ? See Special OF CALL..... Capt. G. H. C. Weston R. N. R. DONDON and ANTWERPY

VIA SINGAPORE, PEN- | MANILA | About 25th | Freight and

For further Particulars, apply to

ANG, COLOMBO and Capt. F. E. Andrews, B.N.B.

F. J. ABBOTT, Acting Superintendent.

March) Passage,

Hongkong, 14th March, 1968

CHINA NAVIGATION CO., LIMITED.

| FOR | STEAMERS. | TO BAIL |
|---|--|--|
| BHANGHAI | " "NANCHANG" "TAMING" + "YOCHOW" | On 17th Mar., 4 P.M. On 17th Mar., 4 P.M. On 17th Mar., 4 P.M. |
| AMOY and SHANGHAI HOIHOW, and HAIPHONG CEBU and ILOILO TIENTSIN | * "KAIFONG" | On 18th Mar., 4 P.M. On 20th Mar., 10 AM. On 20th Mar., 4 P.M. On 21st Mar., 4 P.M. |
| THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE | | |
| SYDNEY, HOBART, LAUNCE STON, NEW ZMALAND MELBOURNE ADELAIDE, and PERTH | * t "CHANGSHA" | On 21st April, 4 P.M. |

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

† Taking Cargo on through bills of lading to all Yangtese and Northern China Ports. I Taking Cargo and Passengers at through rates or all New Zealand Ports and other Australian Ports. REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA ANI AUSTRALIAN PORTS.

For Freight or Passage, apply to-Bongkong, 17th March, 1988.

BUTTERFIELD & SWIRE. AGENTS

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG-SUBJECT TO ALTERATION.

TER CO.'S S.S.

PETATE

ANPING VIA SWAFOW, ("FUKUSHU MARU" WED DAY, 18th Mar. AMOY AND TAKAO . . Capt. T. ITO at Daylight,

* These Steamers have excellent accommodation for First and Second Class Passengers, and are fitted throughout with electric light. First-class Saloon Amidships. Unrivalled Table.

† Taking Cargo on through Bilis of Lading to all Yangiese and Northern China Ports. For Freight, Pamage, and further information, apply at the Company a local Branch Office Second Fleor, No. 1, Queen's Buildings.

Hongkong, 17th March, 1902.

T. ARIMA. Manager.

HAMBURG-AMERIKA LINIE. HAMBURG.

EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES. via STRAITS and COLOMBO. to HAVRE, BREMEN and HAMBURG and to NEW YORK.

FINAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisben, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black See and Baltic Ports. and all North and South American Ports.

Also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

HOMEWARD.

TOE SHANGHAI, YOKOHAMA & KOBE: S.S. LANGBANK ... 22nd March FOR SHANGHAI, YOROHAMA & KOBE: S.S. SILESIA ... 28th March FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SENEGAMBIA ... 6th April

FOR ROTTHEDAM, & HAMBURG : BS: BRASILIA ... 17th March. FOR MARSEILLES, PLYMOUTH, HAVER & HAMBURG: S.S. HOHENSTAUEEN 25th March.

FOR SHANGHAI YOKOBAMA & KOBE: S.S. BRISGAVIA ... 13th April FOR HAVER, BREMON & HAMBURG : FOR SHANGHAI, YOROHAMA & KOBE; S.S. SAMBIA ... 2nd April. S.S. SEGOVIA ... 14th April.

For Further Particulars, apply to-

Hongkong, 12th March, 1908.

HAMBURG-AMERIKA LINIE, Hongkong Office.

NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

| POR. | STEAMER | TO SAIL. |
|---|--|-----------------------------------|
| KUDAT & SANDAKAN} | "BORNEO" Capt. F. SEMBILL | Tuesday, 17th Mar., at 9 A.M. |
| BHANGHAI, NAGASAKI, KOBE ; "PI | BINZ REGENT LUITPOLD Capt. H. KIRCHNER | About Wed'day 25th March. |
| MANILA, NEWGUINEA, BRIS- BANE, SYDNEY & MELBOURNE | "MANILA" Capt. J. MINSSEN | Thursday, 26th Mar., at 5 P.M. |
| NAPLES, GENOA, ALGIERS,) GIBRALTAR, SOUTHAMPTON, } ANTWERP & HAMBURG | "PRINZ LUDWIG" Capt. F. v. Binser | Friday, 27th |
| YOKOHAMA & KOBE } For further Particulars, apply to | "PRINZ WALDEMAR.". Capt. W. von Senden | About Friday, 3rd April. |

NORDDEUTSCHER LLOYD, MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA. flengkong, 14th March, 1908.

INDO-CHINA STEAM NAV. CO., LD.

PROJECTED BAILINGS FROM HONGKONG (SUBJECT TO ALTERATION). * SHANGHAI VIA NINGPO...... "KWONGSANG" Tuesday, 17th Mar., Noon:
SINGAPORE, PENANG& CALCUTTA" KUISANG"..... Tuesday, 17th Mar., Noon. BINGAPORE, PENANG & CALCUTTA" ONSANG" Thursday, 19th Mar., 3 P.M. MANILA "YUENSANG ... Friday, 20th Mar., 4 P.M. "CHIPSHING" ... Monday, 23rd Mar., Noon. TOURS TO JAPAN AND BACK.

OCCUPYING 24 DAYS. The steamers "Kursang," "Namsang" and "Fooksang" leave about every 3 weeks for Shanghai and Yokohama (via Inland Sea) returning via Kobe and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

These deamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light. † Taking Cargo on Through Bills of Lading to Yangtese Ports, Chefoo, and Tientsin.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., Hongkong, 14th March, 1908 GENERAL MANAGERS. 16

NIPPON YUSEN KAISHA. (THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HUNGKONG-SUBJECT TO ALTERATION.

| | | | many is made a |
|---|--|--|---------------------------------------|
| | DESTINATIONS. | STRAMERS. | SAILING DATES 1908. |
| | MARSEILLES, LONDON and ANTWERP, via SINGA PORE, PENANG, COLOMBO, and PORT SAID VICTORIA BC and | (SANUKI MARU, Tons 6112 | WED DAY 18th Marc |
| | ANTWERP, via SINGA | Capt. S. J. G. Parsons, | at Davlight. |
| | PORE, PENANG, | AWA MARU | WED DAY, 1st April. |
| | CULUMBO, and PORT SAID | Capt. F. E Cope, Tons 6309 | at Daylight. |
| , | | r - AAM MARKEL - TOOK DAWN | 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 |
| | SEATILE, WASE, VIB | Capt. Wm. Thompsen KAGA MARU. Tons 6301 | at 4 P.M. |
| | and YOKODAWA | Cant C. H. Tamasia | TUESDAY, 31st Marol |
| | and YOKOHAMA, SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE | CYAWATA MART | at Daylight, |
| 7 | . via MANILA. THURSDAY | Cant K Homms Tone 9918 | FRIDAL, 20th March, |
| | ISLAND. TOWNSVILLE | NIKKO MARII | CERTIAN 1741 Amel |
| 7 | and BRISBANE | Capt. T. L. Harrison, Tons, 5539 | at Noon |
| | ISLAND. TOWNSVILLE and BRISBANE NAGASAKI, KOBE and YOKOHAMA KOBE and YOKOHAMA | NIKKO MARU | WED'DAY, 18th March |
| | YOKOHAMA | Capt. T. Harrison, Tons 5539 | at Noon. |
| İ | KOBE and YOKOHAMA | KAMAKURA MARU | SATURDAY, 21st |
| ۱ | KOBE and YOKOHAMA | Capt. H. Fraser, Tons 6126 | March, at Daylight. |
| | BOMBAY VIA SINGAPORE, | TEBUSHI MARU | BATURDAY, 21st |
| İ | COLOMBO SHANGHAI, MOJI and | (VEROPORT MADE | March, at Noon. |
| I | KOBE | Cant K Sato Worn 418 21 | MUNDAY, 23rd |
| ۱ | * Calling at Yokkaichai. 1 Cargo only. | Confer are paro, Totte 410 9 (| March, P.M. |
| l | 1 Cargo only. | | |

† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, lat and 2nd Class through Passengers have the option of travelling by Rail. For Further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road

Hongkong, 16th March, 1908.

KUSUMOTO, MANAGER. 356

CIE. DES CHARGEURS REUNIS.

ALL ROUND THE WORLD LINE.

S. S. "CEYLAN." Capt. JOUAN. TO BAIL . On 22nd MARCH.

FOR SHANGHAI, CHINWANTAO, YOKOHAMA, HONOLULU, NORTH | the Goods are landed. AND SOUTH AMERICAN PACIFIC COAST BUENOS AYRES, MONTE-VIDEO, without transhipment.

HIS twin screw Steamer, 15,000 tons, is newly built and has superior accommodation for 1st Class Passengers. Only Single and Double Berth Cabins, each fitted with Electric Fans, Steam Heaters, Writing Table, Wardrobe. Drawing Room, Smoking Room, Hair Dressing Room, Laundry. Doctor and Stowardess.

The Best Line to go to Japan and America in visiting Peking and North China.

REDUCED RATES OF PASSAGE AND FREIGHT.

Hongkong, 16th March, 1908.

For Further Particulars, apply to-

J. MILLET, AGENT, FRENCH MAIL OFFICE.

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

AUSTRIAN.

Kaiser Franz Josef I, Austrian cruiser, 4,30 Linienschiffskapitaen Wilhelm Pacher Northern Waters . FRENCH.

Allouette, river guaboat, Lieut, Millet, Cochin-Argus, gunboat, 123 tons,—guns, 500 h.p., Lieut, Jeannel, Canton Caronade, gunboat, Lieut. Kerchael, Saigon

Décidée, gunboat 645 tons, 10 guns, 1,000 h.p., Lieut.-Comdr. L'Eost, Haiphong D'Entrecasteaux, French cruiser, 8,000, Capt

Tracon, Shanghai Esturgeon, submarine, Saigon Henri Riviere, gunboat, Lient. Portier, Jacquin, river gunboat, Lieut. Le Cerolle

Annam-Tonkin, reserve Javeline, destroyer, 330 tons, 7 guns, 300 h.p.
Lieut. Sagos-Duvauroux, Saigon Kersaint, gunboat, 1250 tons, 6 guns, 2200 h.p., Comdr. Simon, Saigon

Lynz, submarine, Lieut. Armbruster, Saigon-Montealm, cruiser (Flagship of Vice-Admiral Perrin, Commander in Chief), 9700 tons 12 guns, 19,600 h.p., Capt. Martel Mousquet, destroyer, Lieut. Duchemin, Baie d'Along

Olry, gunboat, Lieut Grellier, Yangtse Peiho, gunboat, Lieut. Marchand, Tongku Perle, submarine, Saigon. Pistolet, destroyer, Lieut. de Reinsch Werth, Baie d'Along

Protée, submarine, Lieut. Glorieux, Saigon Rapier, destroyer, 330 tons, Lieut. Vincent de Brichignacc, Saigen Redoutable, battleship, (in reserve) 9347 tons, 8 guns, 6071 h.p., Rear Admiral Richard

Fey, Saigon Sabre, destroyer, 330 tons, Lieut, Mallies, Styx, armoured gunboat, 1796 tons, 10 guns, 1700 h.p., Dac, Saigon. Surprise, gunboat, 629 tons, 2 guns, 900 h.p., Lieut. Boque, Haiphong Takiang, gunboat, Yangtese.

Takou, destroyer, Com. Terquem, Saigon. Vauban, torpedo-depot (reserve), 6150 tons, guns, 4560, h.p., Hongay. Vigilant, gunboat, 123 tons, 7 guns, 500 h.p., Lieut. Brugnon, Canton GREMAN.

Arcona, craiser, 2719 tons, Captain von Hippel, Furst Bismarck, (flagship), 11000 tons, 86 guns, 14000 h.p., Kontre-Admiral Coerper, Iltis, gunboat, 1000 tons, 10 gans, 1800 h.p., Captain Laus

Jaguar, gunboat, 900 tons, 10 guns, 1300 h.p. Captain Graf von Possdowsky-Wehner Leipzig, cruiser, Captain Engel Luchs, gunboat 850 tons, 10 guns, 1344 h.p. Captain Bölken

Niobe, cruiser, Captain Langemak Tiger, gunbost, 900 tons, 10 guns, 1300 h.p., Captain v. Koss Tsingtau, gunbost, 170 tons, 5 guns, 1300 h.p. Captain Ross Vaterland, gunboat,-tons, 3 guns, 500 h.p.,

Captain Toussaint Vorwaerts, gunboat, First Lieut. Riechers

Vesuvio, cruiser, 2145 tons, Baron de Saint Pierre, Hongkong PORTUGUESE. Rio Lima, ci niser, 720, tone, 7 guns, Macao.

UNITED STATES. Barry, destroyer, 420 tous, Ens. David Lyons, Callao, gunboat, 243 tons, Lt. Gay Whitlock,

Chauncey, destroyer, 420 logs, Lt. Frank Chattauoogs, cruiser, 32 0 tons, Commander R. C. Smith, Cavite Cleveland, cruiser 32 0 tons, Commander

J. T. Newton, Cavite Colorado, armonred orniser, 13,680 tons, Captain S. H. Staunton, Cr ising. Concord, gunboat, 1710 tons, Commander J H. Sears, Shanghai

Dale, destroyer, 420 tons, Ens. G. V. Stewart, Decatur, destroyer, 420 tons, Ens. C. .. W Nimits, Cavite Denver, cruiser, 3200 tons, Comminder W. B.

Caperton, Hongkong Galveston, cruiser, 3200 tons, Commander B. W. Hodges Cavite Helena guuboat, 1392 tons, Commander R. M. Hughes, Yangtsza Maryland, armoured erniser, 13,68) tons, Capt. C. Thomas, Croising

Mohican, (station ship), Lieut. Commander M. L. Miller Monadnock, monitor, 4000 tons, Lt. Commander Miller, Olongapo Monterey, monitor, 4000 tons, Lt. D. W. Todd, Olongapo

Capt. A. Ward, Cruising Quiros, gunboat, 350 tons, Lt. H. P. Perrill, Rainbow, (Rear-Admiral Hemphill's flag ships Lient.-Commander Joseph L. Jayne Villalobos, gruboat, 370 tons, Lt. A. Andrwee

West Virginia, armoured cruiser, 18,680 tons, Capt. J. B. Milton, Cruising
Wilmington, gunboat, Commanding W. B.
Rush, Manila

NOTICES TO CONSIGNEES

BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES. STEAMSHIP "TREMONT."

FROM TACOMA, VICTORIA, YOKO. HAMA, KOBE, MOJI, BHANGHAI AND MANILA.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Censignees' risk No Fire Insurance will be effected by us in any case whatever.

DODWELL & CO., LIMITED,

Hongkong, 19th March, 1908.

NORDDEUTSCHER LLOYD, BREMEN IMPERIAL GERMAN MAIL LINE. NOTICE TO CONSIGNEES.

THE Steamship "PRINZESS ALICE,"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before WEDNESDAY, the 11th inst., at NOON. No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining undelivered after the 18th inst. will be subject to rent. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be

examined on the 18th inst., at 9.30 A.M. All Claims must reach us before the 22nd inst., or they will not be recognised. No Fire Insurance will be effected.

Bills of Lading will be countersigned by the andersigned. NORDDEUTSCHER LLOYD. MELCHERS & Co.

Agents. Hongkong, 11th March, 1908.

NOTICE TO CONSIGNEES. "GLEN" LINE OF STEAMERS.

FROM ANTWERP, MIDDLESBROUGH, LONDON AND STRAITS. HE Steamship

"GLENTURRET,"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed AT THEIR PISE into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ld., at Kowloon, where each consignment will be sorted out mark by (TIENTSIN . D PEKING); KOBE, mark, and delivery can be obtained as soon as

Goods not cleared by the 18th inst, will be subject to rent. No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, where they will be examined on the 18th inst. at 11 A.M.

No claims will be recognised if not presented with 14 days of the ship's arrival. McGREGOR BROS. & GOW. Hongkong, 12th March, 1908.

AUSTRIAN LLOYD'S STEAM • NAVI GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA, KOBE AND SHANGHAL

THE Company's Steamship

"VORWAERTS"

having arrived, Consignees of Cargo are hereby informed that Cargo will be landed into the hazardous and or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may

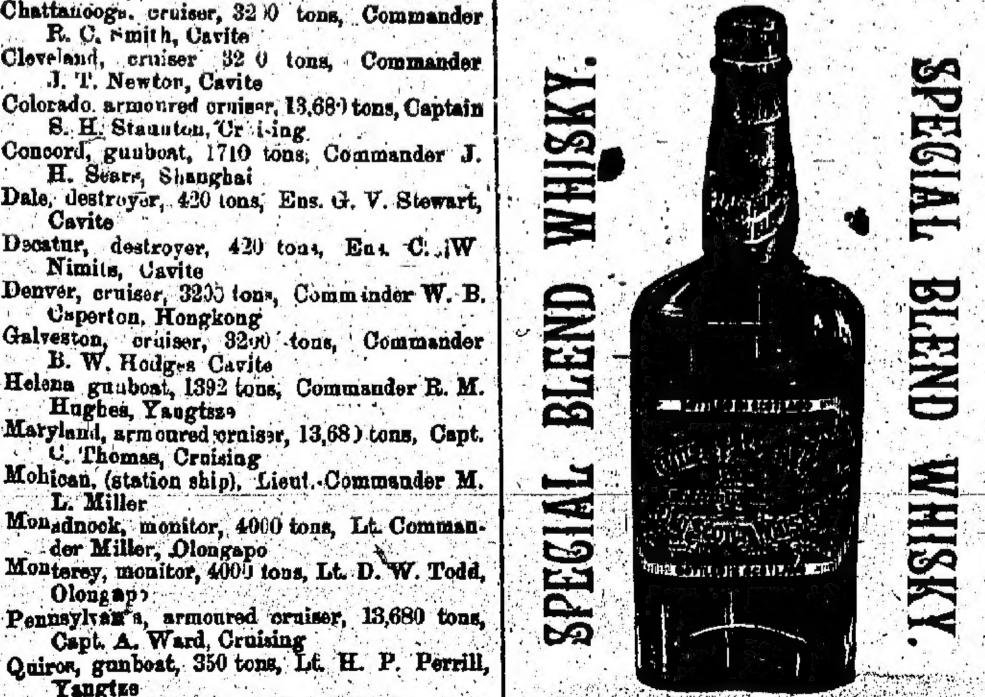
be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before Noon on the 20th inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th inst., will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER & Co., Agents.

Hongkong, 13th March, 1908

Gutler, Palmer & 60.'s



BHIPPERS Gutler, Palmer & Go., London. AGENTS

SHIPPING IN PORT.

STHANDERS. Ascor, British str., 3,045, Booth, 4th March Moji 29th February, Coal-Gibb, Living ston & Co.

BOURSON, French str., 997, Le Bail, 6th March Brasilia, German str., 4,235, H. Hasse, 13th March-Yokohama via Kobe and Shanghai 9.h March, General-Hamburg-Amerika

CEYLAN, French str., 5,215, Jouan, 12th March Antwerp 19th Jan., Gineral-Messageries Maritimes

CHIHLI, British etr., 1,158, J. Warrack, 1st March-Haiphong Feb. 26th, Pakhoi 27th and Holhow 29th, Rice and General-Butterfield & Swire. CHIYUEN, Chinese str., 1,178, C. Stewart, 13th March-Shanghai 10th March, General-

CHOWFA, German str., I,055, G. Spiesen, 13 h March-Bangkok 5th March, Rice-Butterfield & Swire.

EMPRESS OF INDIA, British str., 3,032, E. Beetham, 9th March - Vancouver 18th Feb., and Shanghai 7th March, Mails and General-Canadian Pacific Railway Co. FIUME, German str., 1,600, R. Wegner, 13th March-Hongay, 10th March, Coal-Sander, Wieler & Co.

FOOSHING, British str., 1.423, H. Walker, 10th March-Wulin and Chinkiang 6th March. Peas, Ground Nuts and Res-Jardine, Matheson & Co.

HAILAN, French str., 377, L. Andersen, 15th. March - Holhow 18th March, General-A. R. Marty.

HAIMUN, British str., 636, A. J. Robson, 15th March-Foodbow March 12th, Amoy 13th. & Swatow 14th, General-Douglas, Lapraik HALVARD, Norwegian str., 1,076, R. Ranneberg,

26th February-Dalny 21st Feb., Bears-AELENE, German str., 771, Jessen, 14th March -from Tourane, General-Jebsen & Co. Hongkong Maru, Japanese str., 3,447, E. Bent, 10th March-Ban Francisco 11th

Feb. and Shanghai 7th March, General-Toyo Kis n Kaisha. Ivo Maru, Japanese str., 3,918, Wm. Thompsen, 8th March-Japan and Shanghai 5th March, General-Nyppon Yusen Kaisha. JACOB DIEDERICHSEN, German str., 623 Hansen, 15th March-Swatow 14th March

General-Jebsen & Co. JOHANNE, German str. 900, Ipland, 12th March -Haiphong and Hoihow 11th March, Rice and General-Jebsen & Co. KIANGCHING, Chinese str., 1,002, Bresnader. 10th March - Chinkiang 6th March

Koun Maku, Japanese str., 2,676, K. Murakami, 11th March-Kuchinotzu 5th March. Coal-Fukusai & Co. Kumsang, British str., 2,078, E. J. Buller, 13th

General -Chinese.

March-Calcutta via Straits and Singapore 6th March, General-Jardine, Matheson Kursang, British str., 3,110, Bradley, 12th March - Moji 7th March, General -Jardine, Matheson & Co.

Kwongsang, British str., 1,428, W. Palmer-Baker, 11th March-Shanghai March 7th. Swatow 10th, General-Jardine, Matheson KWANGSE, British str., 1,228, A. Stott, 8th

March- Wuhu 4th March, Rice-Butterfield & Swire. LENNOX, British str., 2,361, F. McNair, 12th March-Saig in 7th March, Rice-Dodwell

LOYAL German str., 1,237, Fr. Natsius, 18th February-Bangkok 6th February, 1000-Sander, Wieler & Co. MACHEW, German str., 996, Zollner, 7th March -Bangkok and Swatow 6th March, Rice-Butterfield & Swire.

MANILA, German str., 1,108, F. Minssen, 8th March-Sydney 11th Feb. via Manila 5th March, General-Melchers & Co. NANCHANG, British str., 1,044, W. Miller,

13th March—Amoy 12th March, Ballast— Butterfield & Swire. Nissin Maru, Japanese str., Shirkawa. 26th February-Saigon 20th February, Rice-

Fukusei & Co. NORDIBKE, Danish cable str., 831, H. C. A. Petersen, 9th March-Shanghai 5th March -G. N. S.S. Co., Ltd. Onsang, British str., 1,789, R. Cox, 29th Feb.

-Java 17th February, Sugar-Jardine, Matheson & Co. PAOTING, British str., 1.073, Tuebben, 12th March-Wuhn 7th March, Rice-Butter field & Swire.

PERSIA, British str., 2,744, A. Dixon, 11th Jan. -San Francisco 7th Dec. & Portland, Or., 15th Dec., Flour-O. & O. S. S. Co. Progress, Norwegian str., 1,671, T. Schjewih. 25th February—Sandakan 19th February, Timber and Firewood—Wallem & Co.

RAJAH, German str., 2,016, R. Petersen, 10th March-Bangkok 1st March, Rice and Wood-Butterfield & Swire. SAINT PATRICK, British str., 2,694, J. Fortay, 13th March - Shanghai 10th March,

General-Shewan, Tomes & Co. SHANTUNG, German etr., 1,000, C. Gosawitch, 18th March-Bangkok 5th March, Rice & General-Butterfield & Bwire. Solstan, Norwegian str., 897, R. Thorsen, 13th March Saigon 7th March, Rice-

Asgaard, Thoresen & Co. SWANLEY, British str., 2,988, W. E. Steele, 14th March-Chingwantso 9th March-Gibb, Livingston & Co. TAISHAN, British str., 1,122, Laing, 18th

March - Saigon 7th March, Rice and General-Bradley & Co. Taming, British str., 1,346, A. Sommer ille, 13th March-Manila 10th March, General

-Butterfield & Swire. TATSU MARU, Japanese str., 1,943, U. Kaneyasu, 9th March — Moji 3rd March, Coal and General-Chinese. TINGSANG, British str., 1,400, E. M. Reynolds;

27th January - Wakamatsu 22nd Jan., Coal -Jardine, Matheson & Co. March—Seattle via Ports 29th January,

General—Dodwell & Co. TROCAS, British str., Garrick, 10th February-Pulo Sambo 2nd Feb., Bulk Oil-Meyer YOCHOW, British str., 1,305, F. D. Northcombe,

12th March-Shanghai 9th March, General

NATAL LINE OF STEAMERS

-Butterfield & Swire.

THE Undersigned GENERAL AGENTS L in CHIMA and JAPAN for the above Lin of LADING for all the principal ports in SOUTH AFRICA, in connection with INDO-CHINA STRAM NAVIGATION Co.'s fortnightly service hence to CALCUTTA Ballings from CALCUTTA for CAPE PORTS every fortnight For Freight and further particulars.

apply to DODWELL & CO. LIMITED General Agents for China and Japan. Hongkong, 4th August, 1898.

| FOR | Péa | DATE |
|--|--------------|-----------------------------|
| Kudat and Sandakan | Borneo | Tuesday, 17th, 8.00 A.M. |
| Swatow Amoy, and Foodbow | Haimun | Tuesday, 17th, 9.00 A.M. |
| Swatow, Ningpo and Shanghai | Kwongsang | Tuesday 17th 1 00 A.M. |
| Straits, Rangoon and Colombo | Brasilia | |
| -Moji, Kole, Yokohame, Victoria, and Tacoma | | |
| Singapore Penang and Calculta | Markagan | Tuesday, 17th, 10.70 A.M. |
| DINGREGIE, LETTING BILL CHICALTER | Kutsang | Tuesday, 17th, 10.00 . M. |
| | | Tuesday, 17th, |
| | | Printed Mutter and Sam. |
| Bonnam &o Tudio via Tudionnia | | ples 10.00 A.M- |
| EUROPE, &o., India via Tuticoria | | Registration . 10.00 A.M. |
| (Late Letters 11.00 A.M. to Noon. Extra | | Registration, with late |
| Postage 10 couts) | Tonkin | fe of licents, up to |
| I etters posted in all the Pillar Boxes | | 10 15 A.M.) |
| in time for the first clearance will be | 74. | Registration, Kowlo |
| included in this contract mail.) | | U.O |
| | | No late fce. |
| | - | Letters 11.00 A. v. |
| | Reis Mas | |
| Macao | Sui Tai | Saturday, 17th, 1.15 p. a. |
| Shanghai, Moji, Kobe, Yokohama, Victoria | | |
| Shanghai. | Yochew | Tuesday, 17th, 3. P.M. |
| Shanghai Tsingtau and Newchwarg | | Tuesday, 17th, 3.00 P. |
| Manila | | Tuesday, 17th, 8.00 P.M. |
| Swatow, Amoy, Takao and Anping | Fukushu Maru | Tuesday, 17th 50) P.u. |
| Ringapore, Penang and Colombo | | Tuesday, 17th, 5, n.n. |
| Nagasaki, Kobe and Yokohama | Nikko Maru | Wednesday, 18th, 11.00 A.M. |
| Magazia, Atoro mar a construction | Sui Tai | Wednesday, 18th, 1:15 P.M. |
| Macao | Kashing | |
| Will Should broke the second s | | Wednesday, 18th, 4.00 P. w. |
| Nagasaki | | |
| Nagasaki Kobe | Tatsu Maru, | Wednesday 18th, 4.00 P.M. |
| All BORD | Sus Tai | Thursday, 19th, 1.15 P.M. |
| Singapore, Penang and Calcutta | Onsang | Thursday, 19th, 2.00 P.M |
| Holhow and Haiphong | Chills | Friday, 20th, 9.00 A.M. |
| Manila, Thursday Island, Cooktown, Cairns, | | |
| Townsville, Brisbane, Sydney, Hobart, | Bunda Man | Friday, 2 th, 00 A.M. |
| Launcoston, New Zealand, Melbourne, | Luwata Maru | Brigay, Z th, OO A.M. |
| Adelaide, Perth & Fremantle | | |
| V. C. | | |

H. RUTTONJEE & SON,

| AGENTS |
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| FOR |
| CHAMPAGNE. |
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| Do. |
| BRANDIES. |
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| ECOTCH WHISKIES. |
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| OLD TOM, DRY & ORANGE GIN. |
| SHERRIES. |
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| PORTS. |
| CLARETS. |
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| WHITE WINES & SAUTERNE. |
| MEADOLFIA |
| MARSALAS & MADEIRAS. |
| HOCKS & MOSELLES. |
| |
| STOUT & BEERS. |
| |

A NHEUSER BUSCH BREWING AMERICAN BEER.

TO-DAY. Special Meeting, Honekong General Chamber of Commerce, City Hall, 4.3 p.m. Bandmann Opera Co., "The Merry Widow" City Hall, 9 p.m.

VESSELS EXPROTED.

THE GERMAN MAIL. German Mails with dates from Berlin of the Orenberg and D. Laing; for Marseilles, Mr. an 25th ult., left Colombo on the 14th inst. p.m., Mrs Martin, Mr and Mrs Floch, Miss Mu day; the 25th inst. s.m.

on Wednesday, the 11th inst. at 4 p.m., and Miss Hissink; for Marseilles, Messrs. Costs an may be expected here on or about the 1st prox. Inglam; from Yokohams, for Marseilles, Mr. THE CANADIAN MAIL The C.P.R. eir. Monteagle left Vanconver

p.m. on Thursday, the 5th instant, for Hongkong via the usual ports of call. MERCHANT STEAMERS. The Austrian Lloyd's sir. Persia left Singa-

pore for this port on the 9th inst., and is due here to-day. The N.Y.K. str. Yawata Marte (Australian

I ine) left Nagasaki for this port on the 13th inst, and is expected here to day. The H.A.L. str. Ambria left Nagasaki on the 15th inst, and may be expected here on the 19th

The N.Y.K. str. Kamakura Moru (European Line) left Singapore for this port on the 13t inst., and is expected here on the 19th inst. The N.Y. K. str. Yebishi Maru (Combay Line) left Noil for this port on the 14th inst., and is

expected here on the 19th inst. The N.Y.K. str. Yetorofu Maru (Bombay Line) left Singapore for this port on the 14th inst. and is expected here on the 20th inst. The Ben Line str. Benvenue from Antwerp and Lundon, left Singapore on 13th inst., and is

due here on or about 21st inst. The Indra Line str. Indrawadi from, New York may be expected to arrive here on or about he 21st it st.

The N.Y.K. str. Kaga Maru (American Line) left Kobe for this port via Moji and Shanghai 22nd inst.

| OPIUM. | |
|--------------------------|--------------------------|
| | March 16th |
| Quotations are:— | \$960 per picul. |
| Malwa Old | 980 |
| Malwa V. Old | 81(20 81060 |
| | \$800 \$880 |
| Patus New | FTOOPANON about |
| Patna Old Ben res New | \$1002 <u>4</u> \$985 |
| Bensres Old | |

ST AMERS PASSED THE CANAL. February 26th - Breconshire. Wue. 29th-Indien, Nore, Pingeney, Sunda Erroll, Indrapura, Langbank, Tydeus.

March 4th — Benalder. 7th — Asiyanaa, Achelles, Armand Behio, C. Ford, Lasies. Hitachi Marit. 11th Denbighshire, Den of Airlie. / alawan, Bilesia (Ger.). 14th-Alcinous. Calchas, Oceanion, Titan.

ARRIVAL AT HOME. March 18th Priam, Sado Maru, P. Heinrich E. Hill, R. Snodgram and W. Davis.

PASSENGERS. ARRIVED.

36-510

SUN PILSENER BEER.

Per Yuensang, from Manile, Dr. and Mrs R. G. Elcert, Messra, Engene Duchemin & Hames, Per Tonkin, from Shanghai, for Hongkong, Mr. Mrs and Misses Rangel, Mrs W. Gibse Mrs Lello, Miss Loureiro, and Mr Whrigham for Saigon, Messrs. Moninot, Baratin, Par Marie, Isacowitch, Romolo Cardani and Julie The J. (4. M. str. P. R. Luitpold carrying the François; for Singapore, Messrs. Capozz and may be expected here on or about Wednes- Mesers. Blanchot, Eymard Roumy, Lacarrier Quenemer and Van Nek; from Kobe, The I.G.M. str. Prinz Waldemar left Sydney Singapore, Mr Okamoto; for Batavia, Mr an Mrs and Miss Jardine, Messrs, Gassier an Do maison.

Par Tourane, from Marseilles, &c., for Hong korg, Mr and Mrs Upjohm, Mr and Mrs H. I Corey, Mr and Mrs Jacobson, Mrs Richarm and child, Mrs J. U. Botelho, Mrs Grumberg Mrs W. O. Ashley, Mrs M. Ingraham, Mrs E. K. Sibley, Misses Laird MacGregor, M. L. Clark, A. Gitty and Catherine Beguin, Capt. A. Akin Higgins and servant, Capt, Fey Davies, Capt. Lapicque, Messrs. Earl. d'Audiffret Pas-quier, Earl. de la Rochefoucauld, B. Bofelho, G. Laird MacGregor, W. F. Stratton, A. Hissink, F. Laurance, W. Robinson, Shapira, T. Brunner, W. A. Sundheimer, H. H. Gitty. J. Van Heante, J. Propert, S. R. Ismael, A. Capobianco, S. Artusc, Guitzburgeo & Charles Ladislas; for Shanghai, Mr and Mrs Homberg. Mr and Mrs Hemsingh, Mrs Guidon Lavallee and child, Mrs Granville & child, Miss Benham, Messrs, I. E. Cocker and A. Volkant; for Kobe, Mr and Mrs Paillard and child, Mrs F. Nishimure, Messrs. H. J. Maynard and Nishimura Gentars; for Yokohame, Mr and Mrs R. Proust, Count and Mrs P. d'Aramont, Mrs Clarkson, Mrs Solange Chaloni, Mesere, Benstrize, Kopsch, Stephanof, Todorof, Laucelin and do Juilly.

Per Sanuki Maru, from Japan, &c., for Hongkong, Mrs F. Kuno and infant, Miss on the 13th inst., and is expected here on the Yugan, Messrs, A. Bessek, A. T. Soper, C. L. Rochs, N. MacIntyre, T. C. Conner and W. F. Martinson; for Singapore, Messrs, K. Hayakawa K. Ida and K. Iwashita; for Marseilles, Capt. K. Yokurs, Capt. R. Chikano, Major H. Mukonishi, Major K. Gondo, Major R. Kawasako; for London, Messrs, J. Negadzumi, N. Nishimura, Thomas Stewart, Robert Haining, T. Nishioks, H. Baker and R. Killy.

Per Nikka Maru, from Melbourne, de, for Hongkong, Mr and Mrs E. Strickland, Mr and Mrs C. M. Chadwick, Mr and Mrs G. Maier, Mrs Rodd, Mrs Mitchell, Misses Earle, Maddox, Davies, Rycroft and Stevenson (2), Colonel P Hehir, Messrs. E. P. Simpson, W. Day, F. T. Smith, Stevenson, Young and Deckson; for Nagasaki, Mestra, K. Nakamura and Shuto; for Kobe, Misses E. H. McHardy (2), Limjap, Sister Caroline, Messes J. G. Carr, Marui and G. Greaben; for Yokohama, Mr and Mrs A. G. White, Mr and Mrs J. Waugh, Mr and Mrs S. R. Lysahl, Mr and Mrs H. J. Peisley, Mr and Mrs A. G. Manning, Mrs and Miss Izard, Mrs McLeod, Mrs Bandall, Mrs J. T. Shaw, Misses White, Waugh, E. F. Hooper, N. H. Show (2), Messra, T. B. Glover, A. G. Denbigh, W. H. Smith, J. Moffat, A. M. Fry, E. Terry, P. T. Susman, E. Lake, J. Oliver, V. M. White,

| Joint St | OCK | the reference to the state of t |
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| | Hengko | ng, March 16th |
| COMPANY. | PARO | QUOTATIONS. |
| Alhambra | Pr. 200 | Nominal, |
| Banks— Hongkong & S'hai | \$125 - | \$695, sellers |
| A A A A A | 117 | London 275.10 |
| National B. of China Bell's Asbestos E. A | V. 11. 4 | \$51. \$71, buyers |
| Chim-Borneo Co | \$12 | \$114. |
| China Light & P. Co China Provident | 1 11 | 19, sellers |
| Cotton Mills- | | |
| Hongkong | 11s. 50 | Tla. 65. 0, sellers |
| International | Tls. 75 Tls. 100 Tls. 500 | Tis. 55. Tis. 76. Tis. 270. |
| Dairy Farm | 38 | \$164, buyers |
| Docks and Wharves H. & K. Wharf & O. | ≵5 0 | \$63, x.d. |
| H. & W. Dock New Amoy Dock | \$50 \$61 | \$10. |
| Shanghai Dock Shai & H. Whuf | | Tie. 60. Tie. 215. |
| Fenwick & Co., Geo Green Island Cement. | \$25 \$10 | \$14, seilers \$111, sellers |
| Hengkong & C. Gas | 210 | \$176. T |
| Hongkong Electric Hongkong Hotel Co Hongkong Ice Co | \$10 \$50 | 5.5. 93, sellers |
| H.K. Milling Co, Ld. Hongkong Roja Co | \$100 310 | \$125. \$150. \$16. |
| [neurance:— | · • · · · · · · · · · · · · · · · · · · | |
| Canton China Fire China Traders | 150 \$20 \$25 | \$240, sellers \$89, sellers |
| Hongkong Fire | 60 £5 | \$91, buyers {295. Tie. 86, sellers |
| Union | \$100 | 650, sellers |
| Land and Building | ₹ 80 } | \$1871. |
| HongkongLandInv. Humphrey's Estate | *109 *10 | 1100, sellers \$101, sellers |
| Kowloon Land & B. Shanghai Land | 083 | 127, sellers Tls. 168, |
| WestPoint Building Mining- | \$ 5 0 | 148, buyers |
| | Fca. 250 18/10 | 1535, buyers 18, sellers |
| Peak Tramways | \$ \$10 | \$18. \$2 |
| Philippine Co | \$10 | \$71, buyera |
| China Sugar Luson Sugar | \$100 \$100 | \$105, buyers \$15. |
| Steamship Companies | | |
| China and Manila Douglas Steamship. H., Canton & M | \$25 \$50 \$15 | \$12, sellers \$40. \$391, sales |
| Indo-China S.N. Co. | £5 | § 188. |
| Shell Transport Co. | ei l | 1 \$28. 44.6 |
| Star Ferry | \$10 \$5. | \$26, buyers \$13, buyers |

VERNON & SMYTH.

\$150, buyers

\$10, buyers

125 | \$22, buyers

\$21.

\$165,

COMMERCIAL.

EXCHANGE

South China M. Post..

Steam Laundry Co.,

Stores & Dispensaries

Campbell, M. & Co. Powell & Co., Wm.

Watking

Watson & Co., A. S

Weissmann, Ld. ..

United Asbestos

Union Waterhoat Co

| | CLOSING QUOTATIONS. |
|----------|--|
| en, | March 16th |
| m ; | ON LONDON.— |
| en | Telegraphic Transfer 1/104 |
| zi. | Bank Bills, on demand 1/10/1 |
| nd | Bank Bills, at 30 days' sight 1 101 |
| ur. | Bank Bills, at 4 mouths sight 1 1015 |
| re. | Credits, at 4 months' sight |
| or | Documentary Bills 4 months sight 1, 114 |
| nd | ON PARIS. |
| nd | Bank Bills, on demand 238 |
| r. | Credits, at 4 months' sight 2431 On Germany.— |
| pd | |
| | On New York. |
| g- D. | |
| - 1 | Credits, at 60 days sight471 |
| ůe | On Bonbay. |
| g, | Telegraphic Transfer 140 |

| | U AI | · 속성부분 선수 : |
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| • | | Telegraphic Transfer |
| | | Bank, on demand |
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| | ON | SINGAPORE.—On demand |
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| | UN | DANGKOK.—Un demand 80 |
| | SOT | ERRIGNS: Bank's Buving Rate 210 40 |
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| | | SUBSIDIARY COINS. |
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HONGKONG METEOROLOGICAL REGISTER.

| | Previous Day st 4 p.m. | On Date at | On Date |
|-------------------------------|---------------------------|------------|---------|
| Barometer | 80,05 | 80.18 | 80.03 |
| Temperature | 64 | 64 | 68 |
| Humidity Wind Direction Force | 64 | 80 | 85 |
| | E | E | ESE |
| Weather Rain | b | b , | ~_} |

Baromater 9 a.m. 30.04 | Therm. (Wetbuilb) 9 a.m. 58 Berometer 1 P.M. 29.99 Therm. (Wetbulb) 1 P.M. 60 Barometer 4 r.M. 29.96 Thann. (Wetbulb) 4 r.w.61 Thermom. 9 A.M. 61 Therm. Maximum64 Thermom, 1 P.M. 62 Thorm. Minimum over Thornom, 4 r.w. 64

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| QUOTATIONS | DIRECTORY AND CHRONICI |
| Nominal, | CHINA, JAPAN, COREA, INDO-CHIN |
| \$695, sellers | MALAY STATES, NETHERLAND |
| London 275.10, | BORNEO, 20, |
| \$51. \$71, buyers | THE CHINA DIRECTORY |
| 8 11 4 . | THE HONGKONG DIRECTORY |
| 19, sellers | AND HONG LIST FOR THE FAR EAST |
| | 1908. THE FORTY-SIXTH ANNUAL ISSUE |
| Tla. 65. 0, sellers | The DIRECTORY covers the whole of t |
| Tis. 55. Tis. 76. Tis. 270. | ports and cities of the Far East, from Nethellands India to Siberia, in which Europeans resident |
| THE RESERVE TO SHARE THE PERSON OF THE PERSO | |

Not only is the Directory as full and complete in each case as it can be made, but each Colony Port, or Settlement is prefaced by a DESCRIP. TION, carefully revised each year, most of which will serve as accurate Guides FOR THE Tourst, giving every detail in connection with the places, their History, Topography, &c., &c. The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume. Royal Octavo-Complete with Fifteen Maps, and Plans, pp. 1,720, \$10.00. Directory only

| | ries and Descr LHIMA | 71 |
|-------------|---------------------------------------|-----------------------|
| Peking | Nanking | Canton |
| Tientain | Wnha | Whampon |
| Peitaiho | Kewkiang | Kowloon |
| Chingwantao | Hankow | Lappa |
| Taku | Yochow | Samshui |
| Newohwang | Shansi | Kongmoon |
| Tairen | lehang | Nanning |
| Port Arthur | Chungking | Wachowfu |
| Chefoo | Hangohow | Kwangchauwan |
| Weihaiwei | Ningpo | Pakhoi |
| Kiaochau | Wenchow | Hoihow |
| Tsinanfu | Santu | Lungchow |
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